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NEWS SUMMARY

GENERAL
Richard seeks to break deadlock
Mr. Ivor Richard, chairman of the Rhodesian conference in Geneva, is meeting Mr. Anthony Crosland, Foreign Secretary, in London today. He may also see Mr. James Callaghan, Prime Minister.
Mr. Richard's visit is seen as an attempt to break the three-week deadlock at Geneva over the issue of a date for independence for Rhodesia as Zimbabwe.
It is felt, writes Bridget Bloom, that unless Mr. Richard can return to Geneva with a formula for breaking the deadlock, the conference has no hope of reaching a conclusion by Britain's deadline of December 20 and might founder. **Back Page**

BUSINESS
Consumer confidence falls to new low
PEOPLE are feeling worse off than at any time since the Financial Times survey of consumer confidence started in 1970. This month's figures show that confidence in the future has reached a new low and the pressures of price inflation are being felt especially by manual workers. **Back Page**
BRITISH LEYLAND car output is likely to be hit progressively this week by a dispute at Rubery Owen, a major component supplier, which has already caused stoppage in Range Rover production. **Back Page**
SHIPBUILDING unions have acknowledged the almost certain failure of any attempt to coerce British shipowners into ordering vessels from British yards and are backing wide-ranging proposals for financial support to the industry, which they believe would encourage owners to buy British. **Back Page**
BAKERS WILL warn the Department of Prices this week that if trade discounts on bread become too large the basic price will have to be increased. Page 6. Maximum retail price of butter increases by 5p a pound today, and cheese goes up by 6p. **Back Page**

Murray hits out at racism
Mr. Len Murray, TUC general secretary, speaking at a mass rally organised by the TUC and the Labour Party in Trafalgar Square yesterday, attacked the "disease of racism in industry and society and appealed to trade unionists to fight such attitudes vigorously. He also gave his support to black workers in South Africa. **Page 9**

Spanish police swoop on Left
Spanish police said yesterday that they had arrested more than 100 extreme Left-wingers who had attended a meeting in the Basque province of Guipuzcoa. In Madrid about 100,000 extreme Right-wingers paid homage to Don Franco on the first anniversary of his death. **Page 4**

Perez arrives
President Perez of Venezuela arrived in London yesterday for a four-day visit. After breakfast this morning with Lord Anthony Wedgwood Benn, Energy Minister, he is to begin a round of talks with industrialists during which he will discuss steel and transport projects. He is also to meet Mr. Gordon Richardson, Governor of the Bank of England. **Page 14**

Beagles freed
A group calling itself the Animal Liberation Front claimed yesterday that it had "liberated" 12 beagle puppies from a Welsh breeding establishment at Capel Isaac, Dyfed, because they were allegedly going to be used in connection with cosmetics experiments. The kennels have been described as the biggest dog breeding station in Europe, providing about 4,000 beagles a year. **Page 14**

Bonn re-aligns
After the Bavarian Christian Social Union's week-long decision to break away from the Christian Democratic Union and become a national party of the Right, West Germany is likely to go over to a four-party political system. **Page 4**

Peking alert
Thousands of people were sleeping in Peking street dugouts after warnings that the city might be affected by an earthquake predicted for Tangshan, which was devastated in July. **Page 4**

Briefly...
Tennis: Jimmy Connors beat Roscoe Tanner 3-6, 7-6, 6-4 to win the Benson and Hedges Championships at Wimbledon. **Page 2**
Father Martin D'Arcy, former head of the English Jesuits, has died in London. He was 57. **Page 2**
Mr. Leonid Brezhnev, Soviet Party leader, begins a two-day visit to Romania today. **Page 4**
Post Office drive aimed at increasing public understanding of its services is to feature Tommy Steele, the entertainer. **Page 25**

Labour
Gold sword presented to Gen. Lafayette for his services in the American Revolutionary War fetched £53,798 at a New York auction.

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Syria renews UN peace mandate on Golan Heights

BY OUR FOREIGN STAFF

Syria has agreed to renew the mandate of the United Nations forces on the Golan Heights in preparation for a major peace initiative in the Middle East early next year.

The announcement that the mandate would be renewed for six months — "to give international efforts the chance to establish a just and durable peace in the region" — came as Syrian troops of the Arab peace-keeping force brought nearly all of Lebanon under their control. Syria's decision to renew the mandate follows an offer by President Sadat of Egypt to open peace negotiations with Israel, an offer which Mr. Yitzhak Rabin's Government has so far treated with caution—and an apparent decision by the mainstream Palestine Liberation Organisation to suspend raids across the Lebanese border into Israel.

Last night, Government officials in Tel-Aviv were quoted as saying that Israel welcomed Syria's declaration of readiness for peace, but Israel was not ready to make one-sided concessions. Mr. Rabin's Government has come under heavy criticism at home for not responding more positively to Mr. Sadat's offer earlier this month. Israeli leaders are now under growing pressure to enter into new peace talks with the Arabs. The statement accompanying Syria's announcement to renew the UN mandate was significantly mellow in tone. In an apparent call to Mr. Jimmy Carter, the

'Red line'

One Israeli report last night said that some Syrian soldiers had penetrated within a few miles of the border and Mr. Shimon Peres, Israel's Defence Minister, said that the presence of Syrian troops in southern Lebanon was likely to increase tension in the area. Syrian forces are clearly well south of the Litani River, which only a few months ago was described in Israel as the "red line" beyond which a Syrian presence would not be tolerated. Israeli officials are at pains to stress that this line is not a purely geographical concept, but

Government and Lords clash to-day

BY RICHARD EVANS, LOBBY EDITOR

THE LONG-HERALDED constitutional clash between the Government and the House of Lords will come to-day, when Conservative, Liberal and some cross-bench peers will insist once again on excluding ship-repair yards from the legislation nationalising the aircraft and shipbuilding industries. Confirmation yesterday from Lord Carrington, Leader of the Tory peers, that the Conservative majority would not back down in the face of Government threats means that the Bill cannot reach the Statute Book in this session of Parliament, which ends to-day or to-morrow, depending on how long Ministers want the "ping-pong" procedure between the two Houses to continue.

Big gamble

If the Bill fails—and there was no sign yesterday of compromise by the Government on the exclusion of the 12 ship-repair yards—it will be reintroduced early next month under the terms of the Parliament Act 1911, which can override the delaying power of the Lords. The earliest date the Bill could become law would be February, provided the Lords decided to back the Government. Tory peers could prevent the legislation from becoming law until summer or autumn. The Cabinet's tactic of allowing the Bill to fail is a major gamble, as the coming session, which opens with the Queen's Speech on Wednesday, promises to be full of pitfalls because of the Government's vulnerability to further by-election losses and the already overcrowded timetable.

The Devolution Bill setting up directly-elected assemblies in Edinburgh and Cardiff will dominate the session by taking more than half the available Parliamentary days, and a re-run of the "ping-pong" procedure on nationalisation measures could force out other legislation to which the Government is committed.

Not feasible

Some Ministers were hinting yesterday that Conservative peers continued to block the nationalisation measure their party should not complain if the promised legislation instituting direct elections to the European Parliament, a measure that has been blocking, becomes a casualty in the next session.

Wrecking

In Parliamentary terms, the crunch will come during the line-by-line committee stage discussion of the 120 clause Bill next year, when anti-devolutionists will have constant opportunities for delay and wrecking tactics.

Other measures expected in the Queen's Speech will promote industrial democracy in the light of the Butler Report, and a bill for occupational pensioners with an income of more than £25 a week; reform the Law Commission and the Official Secrets Act.

John Wyles writes: If the Bill is delayed this week, members of the organising committee of British Shipbuilders will have an early meeting with Mr. Varley to discuss their position. Admiral Sir Anthony Griffin, the chairman, and Mr. Graham Day, chief executive, were appointed nearly a year ago on the assumption that the Bill would be law by now. Most of the other four full-time members of the organising committee have been in their jobs for at least four months.

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Spending cuts may be above forecasts

By Peter Riddell, Economics Correspondent

A WIDER-RANGING package of economic measures, with larger public spending cuts, is being discussed in Whitehall than was being considered earlier this month. The discussions result from the unexpectedly detailed and lengthy talks with the International Monetary Fund negotiating team, now in their third, and probably final, week. The size of package being considered has apparently grown from the range of between £1bn and £2bn, or more, though it may come in two parts, next month and in the spring, in addition to the likely increases in VAT and excise duties, a larger cut in public spending is now being examined.

The issue is still not in any way settled and a series of alternatives are being looked at by officials with no decisions having been taken. But the dimensions of the Whitehall exercise are bigger.

Opposed

The tempo of the Cabinet discussions will now increase with the middle of December—around a week later than suggested until only a few days ago.

This will be in parallel with the timetable for the international approval of the IMF loan, which will probably be made available in stages.

There are, however, known to be clear differences of opinion within Whitehall. Many Ministers, not solely on the left-wing, are strongly opposed to measures which will further increase unemployment at a time when it is already high (and possibly growing).

They are looking for a sympathetic response from other countries in view of the forecasts of a general slowdown in world economic growth next year, and may have particular hopes of the new U.S. administration. The other view is that a sizeable cut in the public sector borrowing requirement is necessary to satisfy international concerns about U.K. monetary policy, especially after the Treasury forecast showing a borrowing requirement on unchanged policies of £11bn in 1977-78, £2bn higher than projected in July.

One possible outcome which appears to be taken increasingly seriously in Whitehall is that a first package, to deal with the short-term financial position, could come next month, with Continued on Back Page

Money supply rose 1.2% before squeeze

BY MICHAEL BLANDIN

THE FURTHER jump in money supply last month is confirmed by figures published to-day, providing the explanation for the squeeze on the banks announced last week. Money supply on the wide definition (M3) on which attention is concentrated, showed an increase of 1.2 per cent. in the period to mid-October, though there was a fall on the narrower measure (M1). The jump in M3 was less than the excessive rates of growth recorded in earlier months. It remained too high in relation to the target, and came as a disappointment to the authorities after the efforts earlier to cut the rate of expansion.

The official measures earlier included the jump in minimum lending rate to 15 per cent. reduced to 14½ per cent. on Friday, and substantial cuts of special deposits from the banks.

Today's figures make it clear that the main boost this time came from bank lending to the private sector. The latest official moves, reintroducing the "corset" controls over the banks, will impose a strict ceiling on bank lending which is likely to leave little room for any further increase over the next six months. The figures also underline how little leeway is left to the authorities if the 12 per cent. target is to be met this year. This is assumed to be necessary to satisfy the International Monetary Fund's requirements

for granting the \$3.9bn. standby credit to the U.K. and it was made clear last week that the IMF team in London had given its approval to the new measures.

It is not clear over exactly what period the current financial year is to be measured in relation to the mid-month make-up of the banking figures. But over the six months from mid-April the M3 measure has already increased by 8½ per cent., and taking the latest seven months from March, the increase is closer to 10 per cent. There is again hope that the figures will already have shown a substantial improvement in the latest banking month for November, which ended last Wednesday.

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Murdoch to pay £17m. plus for Post

By Stewart Fleming

NEW YORK, Nov. 21. THE News International group is paying between \$300 and \$400 million (£179m-£208m) for the New York Daily Post, which is expected to lose nearly \$500,000 this year, Mr. Rupert Murdoch, chairman of News International, said in New York to-day.

Mr. Murdoch, who announced late on Friday his company's decision to buy New York's only evening newspaper, also said that he was ready to sign on The Observer deal.

"Our patience is not exhausted," he said. The Observer was a declining asset but, as the paper passes, it becomes a more difficult task to turn it around and make it profitable.

The New York Post deal has caught the U.S. newspaper industry by surprise. Mr. Murdoch said that the newspaper's loss would be the first for 50 years. The paper has been stretched financially, however, and earlier this year said it could not pay increases to some staff.

He was "buying potential" but one of the attractions was the Post's long history of serious journalism.

Mr. Murdoch said that the strategy of his News group was to spread its assets internationally. With the New York Post, "our plate is full."

Taking in the Post, the News group's sales would be approximately \$500m. in the U.K., \$200m. in Australia, and \$100m. in the U.S.

Ethnic groups

The Post is the more "serious" of the New York tabloids, with a circulation of about 500,000. This is considerably lower than that of its rival, the Daily News (2m.), which is a morning publication and calls itself "New York's picture newspaper."

Mr. Murdoch said that he would take the Post "up market" and try to expand its appeal to ethnic groups.

Over the last 15 years the New York newspaper industry has contracted sharply. Four newspapers have folded, including the New York Herald Tribune.

Since the Post became an effective monopoly, there have been persistent rumours of a new evening newspaper.

One of the strongest threats came from Mr. John H. Shaheen, a financier who three years ago announced his intention of starting an evening daily called the New York Press.

Mr. Shaheen's key property, a Newburgh oil refinery, was declared bankrupt this year, but he has continued to insist that he will start the newspaper.

The decline in the number of newspapers, and the shrinking circulation of some of those still published, is thought to reflect in part the financial problems of the city.

THE FAREAST

The economies of Hong Kong, Malaysia and Singapore are now growing faster than those of most of the other major countries in the free world—a fact that should not be overlooked by investors.

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Out The Top Of The Bill

by MICHAEL COVENEY

Baldwin's new play is a contemporary pub-crawling, bopping half-middle-of-the-road, a precious emcee to inject some bonhomie into proceedings. An old ladies' forlornly across with a pint, muttering good old days of entertainment at the El Empire. Old Sam rator and, with the eury of a gauze-fronted ebullient intrusion of a comedian, we are 19-year-old.

Bill is half a medley of music, half an attempt to the somewhat muffled of Young Sam and his. Bill, we learn, is a young man when he arrived at the adopted son to a spruce young man. The play is a story of the old, in David Knapp's design is a large waiting room with

heavy red curtains and a bar in the corner. Sam has a girl, friend he meets in the market outside, in between scuffling with a chirpy character called "Newspaper" whom the passage of time neatly allows to inherit the music hall in its transition to palace of varieties.

That transition period brings us up to 1918, by which time Bill has been reduced to the status of an alcoholic potboiler, coughing consumptively all over the stage and finally collapsing with a custard pie in his face. We are told that he died the next day, information imparted to the accompaniment of "The Miner's Dream of Home". In fact, rarely does the sentimental story successfully coincide with the musical commentary; the stockiest best employed by the music hall is the wrenching of a lyric from its original context to serve as ironic commentary. So, after an exuberantly cheerful rendition of one of the show's two original numbers, the line "The best way through adversity is to smile" is rummatively echoed by Bill in tatters and down on his luck.

Shawn Curry works hard at breaking down the harsh lines of this theatre's auditorium and rattles on some fairly blue jokes while, as Bill, he has become the butt of severe himself. That is no mean achievement, and Mr. Curry completes a resilient performance, by treating us to a little of what used to be called eccentric dancing. The thinness of the writing, however, requires Mr. Curry to match his expressions of despair and decline with some gross melodramatic humming and puffing.

This is certainly no advance for Mr. Baldwin, whose last play, *Just A Little Bit Less Than Normal*, in a fine production at the Theatre Upstairs earlier this year, made such an impression. In fact, in fact, that he should sit down and write the play about Bill and Sam that is hidden beneath the surface of dressing of music hall nostalgia and the First World War. The opening scenes present a jolly opportunity for members of the Queen's Youth Drama Workshop Group to tread the boards, but are irrelevant to the play and haphazardly staged. The director is Paul Tomlinson.

Garden

Voluntaries by CLEMENT CRISP

Tetley's *Voluntaries* is a play of silence, its principal ending in an embrace the sharing of some grief. I first saw the play at a memorial to John as a memorial to John, and the poignancy of its image and the very circumstances in which it is seen, as if it were a strong colouring. As I saw it, it seemed to be a play of grief, and that feeling is my appreciation of it. It has entered the repertoire. It may be ascribed to a work of plotless, the opening, under the bearing of the desolation and consolation, powerful in Tetley's very beautiful.

Voluntaries has a that it acquires from white leotards, with colour, that the sar, echoed in Reuben's austere scene's highly charged, the musical in which Tetley builds

his dances, and their broad spans of energy, the serpentine convolutions of the double work, seem an ideal realisation of the music. The central couple, are Lynn Seymour and David Wall, with Vergie Derman, Wayne Eagling and Mark Silver as the secondary trio, attended by six further couples.

The performances of Seymour and Wall seem to me absolutely sure in suggesting emotion without wallowing in explicit statements. The seriousness of their dancing, the way in which Tetley's dark and very anxious writing is presented without constraint, but also without undue sentiment, is testimony to their artistry, and the Derman/Eagling/Silver trio is no less commendable in its purity of manner. *Voluntaries* is a difficult work, technically and spiritually, and it is to the Royal Ballet's credit that it is so potentially and sincerely done.

The rest of the programme contained two ballets by Jerome Robbins: *Afternoon of a Faun*, danced with proper coolness by Michael Coleman and Jennifer

Penney, and *Dances at a Gathering*. This last was a bubbling caudron of temperament, ardour, and an excess of gratuitous emoting. In Paris a couple of months ago I saw New York City Ballet dance it with such grace, and such feeling for its merits as choreography, that this Royal Ballet presentation looks like a different and markedly inferior ballet. Anthony Twinn's Chopin playing is very unconvincing in its faltering and rubato, and the concomitant dissipation of dynamic pulse is reflected in the dancing which goes by fits and starts and insists upon "self" to a degree that verges upon caricature.

A "personality cult" seems rampant; the shape of each dance is lost, the simple offering of a hand from one dancer to another assumes the proportions of a declaration of undying love, and the clarity of Robbins' dances is misted over with a Miltonic catalogue of nods and becks and wreathed smiles. It all goes much too much too far, and in the distance is a beautiful ballet sinking into a swamp of charm.

Garden

Dances at a Gathering by CLEMENT CRISP

Makarov comes on James at a *Gathering* very different from the assured or impassioned know in most of her roles. In an airy maure hair centrepiece and a chiffon ribbon, she is a stage and far less than her dancing was something of this innocence, with a done to it; in her first David Wall, the mover, sager, spontaneous in you notice the lovely of the back and the feet—so sensitive as the rises I point—and now she greater space in dancing out a step or a with serene expansive, wonderful, too, the way as an academic post-

tion with what is the dance equivalent of an in-drawn breath, movement prepared and then expressed in one long flowing line.

This is Kirov training at its most sensitive, and so is the ability to make dancing dramatic in its very essence rather than in its external, is not a matter of projecting personality (which is dangerous in *Dances*) but of infusing movement with a mood, and Makarov's style sets its mark fully on the girls' waltz trio which, with Lynn Seymour and Laura Connor, becomes a reverie as the three figures eddy over the stage, impelled by the music.

In the waltz sextet I admired especially the way Makarov soared in and out of the action, suddenly drawn into the dancing as if moving from recitative to

aria; in the second Etude, with Nureyev, two prodigious temperaments teased each other and then united in the choreography. Best of all was the penultimate solo. In this Jerome Robbins finds the darkest emotional colour in *Dances*, and Makarov responded with a grave seriousness, which is neither overtly dramatic nor portentous. The gesture with which she gives her hand to David Wall is utterly simple; she conveys an inner contemplative stillness, and maintains this potent illusion throughout the entire number.

This debut performance on Saturday night was exceptional in dancing, and even more illuminating as dance artistry: the two qualities are not, alas, always the same, but in Makarov they are one and indivisible.

eting House

Los Angeles Chamber Ensembles

clude to the appearance of a symphony orchestra in the Albert Hall last Friday, 15 members of Angeles Philharmonic—so orchestra, manned so instrumentalists, as by proclaiming itself the Banqueting House all on Thursday evening a programme of works for various of its instrumental groups, was a fine one, but was less so, as the Inigo Jones' imposing edifice, crowned by a shower-room shimmer, and failed—though I found the sound of the ensemble of Schumann's most fervent romances, in spite of its strangeness, almost mov-

ing, a surreal Palm-Court reminiscence. Berg's rarely-heard *Four Pieces* for clarinet and piano fared only a little better—except in the most slow-moving music, notably the marvellous, bitter-sweet *Langsam Fugle*. But Ravell's sonata for violin and cello, given by Sidney Harth and Ronald Leonard, spritely and capable players both, emerged much more clearly, sweet, dry and clean. *Encore* No. 2 for solo tube, by the Los Angeles orchestra's Co-Principal timpanist and resident composer William Kraft, played by Roger Bobo, came across clearly too—and as loud, big-bellied and reverberant as no doubt it should.

DOMINIC GILL

Albert Hall

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Los Angeles Philharmonic

The distinguished visiting orchestra from Los Angeles gave their main concert in the Albert Hall last Friday. Zubin Mehta, their director for 15 years, was the conductor. The lower reaches of the hall were well filled, with many musical notabilities and, it seemed, every classical recording manager in London. The cheapest seats were so empty that one feared, unnecessarily, as it turned out, that the echo would creep back. London's lack of curiosity about visiting orchestras seems offensive, until one remembers that, except for appearances by very great, long-established favourites like the Berlin and Vienna Philharmonics, many people make the more expensive seats for reasons that while perfectly creditable, are not purely musical. The time has gone (if it ever existed) when those who pinch and scrape for their concert tickets were ready to do so for reasons of diplomacy or curiosity.

The Los Angeles players travel in style, with a full and splendid array for Mahler's First Sym-

phony in the second half and a small one for Ives and Mozart in the first. Since Mahler was clearly the main business of the evening, the programme may be discussed back to front. This was the kind of highly-polished Mahler performance one expects on a major tour date, even from an orchestra which has six years under Klempner. Polish notes occasionally degenerated into gloss. The heading rush towards the end of the first movement (perhaps because it was so ferociously well done) introduced a touch of sickness; the trio of the following movement was almost too sweet to be true. The mock funeral march, on the other hand, had marvellous transparency, with the weight of the bass lines perfectly adjusted. The running-down in the finale heralding the return to the symphony's opening was also fascinating from many points of view, specially for Ives' instinctive ability to make a small band sound like several large ones.

RONALD CRICHTON

Old Vic

The Ghost Train

by B. A. YOUNG

Arnold Ridley's thriller ran for 655 performances at the St. Martin's in 1925-26, and has been played by reps and amateurs in countless places since. Its dialogue, naive even for a 1930s thriller, and its simple blood-chilling mechanisms held the audience in fits of laughter last night, but it's hardly fair to write the play off only as a comic period piece like *Maria Marten* or *Sweeney Todd*. We cultivated audiences in the West End, or in this instance in the South-East, may find it all very laughable, but there's still matter in it to tighten the nerves.

This production, under Bill Hays, is played for laughs throughout, and this may do at the beginning of the run for houses that have learned their theatrical tricks from more sophisticated sources. Later, when the less critical audiences begin to come, I suspect that the company may have to play with more respect for the author's original intentions.

Nothing against the present vogue, however. The company is a strong one and knows what it is doing. There is Wilfrid Brambell as the stationmaster at St. Vic, and the South-East Cornwall Joint Railway, through which a phantom train runs each year on the anniversary of a smash. Marooned in the waiting-

room, having missed a connection, are Martin Thurlay and Judy Buxton as a young couple and James Villiers and Veronica Strong as a mature couple; Gwen Nelson as an old lady with a parrot; and Geoffrey Davies as a sly ass, complete with eyeglasses, who says "Oh crumbs, what a perfect scream!"

Before the train comes—and yes, it does come, ably suggested with tapes and lights—they are joined by a hysterical girl (Louisa Purnell), her brother (Allan Cuthbertson). I need hardly tell you, for at least five of these dramatic personae turn out to be other than we have been led to believe. I think I may at any rate say that the train isn't really a phantom, nor is it true that anyone who sees it will die. Take it from there.

The station waiting-room, with the attendant noise, lights and the smoke that ruled when railways were railways, is a splendid design by Michael Annals. You can settle down before it and have a happy evening, as long as you don't ask too many hard questions like "Who locked the doors?" and "Why was the crook's charade devised before they knew there'd be any need for it?"

Purcell Room

Bradshaw & Bennett

by DOMINIC GILL

Susan Bradshaw and Richard Rodney Bennett started playing piano duets together informally 15 years ago, when they were both students of Pierre Boulez in Paris. Since that time, they have developed the association, side by side with their other activities. Bradshaw's as pianist and teacher, Bennett's as composer, until they have become to-day almost one of our best known, certainly one of our most affectionately regarded, and specialising in unusual programmes of new, unfamiliar and nearly-familiar music.

Their recital on Friday evening included two recent works for four hands. Giles Swayne's *Synthes* for two pianos, praised on this page already by Max Loppert in his review of the third BBC Young Composers' Forum at York last month, I also found an exhilarating piece of work which gives the impression of having been written at white heat, strong, simple, direct in form and gesture—"the development of a relationship," in a musical sense, but with extramusical overtones, "from complete non-communication to some kind of communication is achieved." It is cleverly written, though the keyboard language itself, of swirls and clusters and high Messiaenish appoggiati, is not specially adventurous. But the honesty of the musical proposition, and its transparent lack of guile is engaging, and as well as exhilarating, as honesty can be, strangely moving too.

The duo also gave Bennett's own *Capriccio* for four hands

on one piano: in spite of its title, a short but rather serious essay, dating from 1968, beautifully constructed in modified rondo form, shot through with wistful Weberian echoes. And an interesting rarity: the *Sixes* *curieuses* of Ravel, written between 1895-97 while the composer was still a student, performed once in public and subsequently withdrawn, eventually rediscovered and published only last year—in the context of the later music maybe, a studentish inspiration (without foreknowledge, one might guess a fine Ravel pastiche), but an inspiration nonetheless of the greatest expertise and charm.

Debussy's *Six Epigraphes antiques*—exquisite late arrangements (1914) of the *Chansons de Bilitis* for two flutes, two harps and celesta (1900)—were sympathetically understated. Though stylistic understatement, I suspect, blunted the very sharpest edges of the fun-part of the duo's programme, transcriptions of Cole Porter and Gershwin... marvellous light relief—but wasn't the presentation of *The Man I Love*, done in a splendid, Gregory Stone transcription, lacked only one thing—not love or affection, but sighing.

Zurich theatre

Wallenstein by OSSIA TRILLING

In the course of some 200 minutes, Harry Buckwitz's all-purpose version of Schiller's *Wallenstein* offers less than half of the trilogy, but it covers a great deal of ground all the same. By leaving out most of the spectacle, it brings into relief the fate of the individual combatants in what Buckwitz called "an intimate political drama" ("ein politisches Kammerstück"). It is his penultimate production before handing over the management of the Schauspielhaus to Gerhard Klingenberg, late of the Vienna Burg theatre.

Schiller's tragic hero no more resembles the noble-born Bohemian war-profiteering General Wallenstein of the Thirty Years' War than Marlow's Tamburlaine resembles the historical Timur Lenk. The superstitious military genius and glave of astrology, who is forever torn by indecision and distrust, but does not scruple to turn his coat for personal gain, is as much a figure of the poetic imagination as, say, Shakespeare's Richard III or, for that matter, any apocryphal protagonist in the German dramatic tradition of "the theatre as a moral institution." This does not make him any the less compelling a stage figure.

First staged in Weimar ten years after the French Revolution, the trilogy consists of a long one-act prologue (*Wallenstein's Camp*) and two five-act dramas (*Piccolomini and Wallenstein's Death*). Buckwitz has boiled down the first into a brief neo-Brechtian sketch in which the climax is the lynching of the rabble-rousing anti-war priest by the rude and licentious mercenaries. It sets the scene for the personal animosities and political battles that are to follow.

The clash between Wallenstein and the rival imperial party led by Octavio Piccolomini, the contrast between their respective acts of treachery, and the former's assassination after soliciting a truce with the Swedish enemy, are the stuff of the two dramas, drama-laden parts. The numerous egotistic scenes were clearly designed to succeed one another with lightning speed, separated by cinematic fades and rapid scene-changes. In a proper playhouse Bert Kistner's ingenious decor, a series of rising and falling frames with changing classically architectural facades or interior back-walls, would no doubt have done the trick effortlessly. On the unusually large stage of the Corso Cinema, however, which the company are using pending the rebuilding of their home-base, the mechanics creak ominously and dramatic tension often goes awry. The acoustics, too, can be rather disconcerting.

It speaks both for Buckwitz's directing discipline and the performers' flexibility that these defects were largely overcome. Buckwitz has been lucky in finding so many capable character actors to fill the long cast-list and to give the "political chamber-play" its necessary intellectual colouring. Though Hans-Dieter Zeidler, as the Theater am der Wäldchen, a worldly belonging like some new view of Strindberg's *Mias* Julie—also in the round—to



Ellen Schweitz and Hans-Dieter Zeidler in 'Wallenstein'

creates a figure of sturdy aggressiveness mixed with pathological self-absorption that is never less than interesting and frequently wholly enthralling. Of the other 23 in the cast, some of them in dual roles, Gert Westphal, as the cunning politician Piccolomini, proves to be his match in every sense. The mostly monochrome stylised historical costumes of Gebrele Frey add to the evening's visual enjoyment.

The same rich weekend yielded the incomparable Maria Becker at the head of her own touring company displaying in *The Cherry Orchard* as Madame Ranevskaya a spell-

binding comic talent and showing how easily the faulty acoustics of the Corso can be overcome by a practised player. It included, at the Schauspielhaus's experimental theatre workshop in Tiefenbrunn, the German-language premiere—in the round—of Arrabal's political allegory of *On the High Wire*, in which Londoners saw the original Paris company last spring at the Greenwood, and which demands a leading actor who can also walk the tight-rope, a twofold challenge that Peter Brogle, a former circus-artist, meets with amazing élan.

It included, at the tiny Theater am der Wäldchen, a worldly belonging like some new view of Strindberg's *Mias* Julie—also in the round—to losing her beloved chicks.

The Entertainment Guide is on Page 10

NEW

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WORLD TRADE NEWS

Iran buying into Krupp Brazil

BERT GRAHAM, MIDDLE EAST CORRESPONDENT

TEHERAN, Nov. 21. DETAILS have been registered in Zurich. This company for Iran to purchase Krupp is just a shell, and since it cent. stake in two was created in 1974, it has never subsidiaries of the German group. Friedl, for some time, has been acting as a means of channelling Iranian funds and Krupp expertise for ventures in third world countries. Initially when the purchase of shares in Brazil was mentioned, it was thought it would be conducted through the Zurich company. The cash for the purchase will be paid over straight away to the parent company—unlike the staggered payment for the more costly stake in Friedl Krupp itself. Clearly the Shah has singled out Krupp for a special relationship and both the Iranian and German sides are expecting a close long-term relationship. In a recent interview, the Shah said he had further plans to take stakes in international companies. "This is not only good from the point of view of Iran's future but also shows that when Iran is accepted as a shareholder, and a major one too, it is respected and valued by other major industrial countries," it was stated.

Machine orders fall

ZURICH, Nov. 21.

THE SWISS machine-building industry continues to experience nil growth, according to a statement issued by the Association of Swiss Machine Builders, with turnover for the third quarter of this year above Sw.Frs.3bn. but 7 per cent. lower than in the previous three-month period and slightly below the average over the past two years. The value of new orders received, of Sw.Frs.2.95bn., was rather better than the three-year low of Sw.Frs.2.77bn. for the second quarter, with export orders accounting for an unaltered 65 per cent. of the whole.

Contracts

Britannia Airways East, including Japan and South Korea and to import 40,000 tons of goods by air over four years. JAL said the airlift programme would cost over ¥100bn. ● Panavia, the European company responsible for the development and production of the Tornados multi-role combat aircraft, has signed a multi-million pound contract for development and initial manufacture of the aircraft's computerised automatic test systems with Marconi Elliott Avionic Systems, a BSC subsidiary. ● Schweizerische Aluminium AG (Alusuisse) said its Alcoa-Alu subsidiary Engineering subsidiary has been awarded a Sw.Frs.40m. contract for engineering services to introduce a phosphate fertiliser plant in Iraq.

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AIR TRANSPORT

Air France's replacement dilemma

BY DAVID CURRY

THE FRENCH nationalised company Air France has invited the British Aircraft Corporation to submit a proposal to replace its ageing and expensive fleet of Caravelles with the 99-seat version of the BAC One-Eleven aircraft.

A BAC sales team invited by Air France to discuss the replacement of the 33 Caravelles still in service, has completed preliminary talks with airline officials. However, Air France is not in a position to be able to award contracts until the fate of the present joint venture between McDonnell Douglas of the U.S. and the French aircraft industry to re-design the Dassault Mercure aircraft has been decided.

The French Government is hoping that collaboration with Douglas to build a second generation Mercure—the first genera-

tion was a total sales flop—will provide an entry into the American market. The problem is that the commercial viability of the project is doubtful. Not only has Douglas still got an independent design on the drawing board, but Boeing's 737 project, if it materialises, will be a much cheaper competitor while

However, the company is more confident that Air Inter, the domestic airline, can be persuaded to buy a smaller fleet of One-Elevens.

On the face of it the One-Eleven is attractive for Air France. It is some 15 per cent. lighter on fuel than the Boeing 737, which the airline wanted to

tenance and are extravagant fuel consumers at a time when fuel has risen from being 8.4 per cent. of the operating costs in 1972 to more than 20 per cent.

The airline lost Frs.354m. last year and its cost per seat-kilometre was 1 per cent. up over 1970 compared with a 10 or 11 per cent. fall at KLM and Swissair, while its flight crew are paid 30 per cent. more than the two competitors. The company reckons that the cost of policies imposed on it by the State—continued use of Caravelles, the split between two Paris airports, cheap flights to Corsica, and training for navigational officers—cost it some Frs.252m. per year.

The company expects a Frs.170m. operating loss this year, shrinking to Frs.25m. in 1979, assuming that the right to operate Concorde into New York. This year it will receive about Frs.450m. in state subsidies.

Depending on the growth of traffic, the airline estimates its investment to the end of the decade as between Frs.4.69bn. and Frs.5.5bn. of which the state will have to chip in to the tune of Frs.1.1bn. to Frs.1.6bn.

Air France aims to rationalise its fleet around four types apart from the Concorde. These are the Boeing 747, the Airbus, the Mercure 200 and the Caravelle replacement which would comprise a fleet of about 15 or 20 aircraft. While the One Eleven may make commercial sense, it would still require some political inducement to push the French Government into authorising its purchase.

That inducement could come in the shape of the CFM56 engine which is being developed by General Electric of the U.S. and Saecma of France for the new Mercure. This power plant, which will develop 24,000 lbs of thrust, has just completed 2,000 hours of test bench trials. Its flying test-bed is a Caravelle and it could find a place in a revised One Eleven.

The Government's policy is to retain 80 per cent. of the domestic car market for local producers through a trigger tariff which raises import duty from 35 per cent. to 45 per cent. if imports exceed 30 per cent. on a moving 12-month average. But even the higher rate of duty seems unlikely to achieve the Government's objective. The October import figures show total imports at 8,842 units.

The big rise seemed to have been prompted by the Australian Government's decision to reconsider its earlier intention to lift import quotas from the end of this year. The Government last month asked the Industries Assistance Commission for an urgent report on whether the quota should be continued in the

light of what appeared to be a disastrously high level of foreign orders.

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According to a detailed breakdown, imports from the hard currency areas were slashed by 21 per cent. during the first half of 1976 while Hungarian exports to the same areas fell only by 4 per cent. According to the press service of the Hungarian Chamber of Trade, the restriction of imports is of a temporary character and accelerated economic growth is already reflected in the figures for the second quarter.

All important Western and Eastern trading partners were affected by the fall in Hungarian imports except for Belgium, Bulgaria and Italy. Thus West German exports to Hungary during January-June fell by 28 per cent. and British exports by 25 per cent. compared with the same period last year. Calculated in dollars, total imports were down by 15 per cent. to \$2.41bn. while exports fell by 4 per cent. to \$2.04bn.

Hungarian exports were badly hit by a 25 per cent. fall in farm exports and those of machinery and equipment were also down by 5 per cent. in the recorded period. In view of the growing live stock population and the rising demand in Western Europe, Hungarian farm exports are expected to rise more steeply in the future particularly from 1977.

Raw material and half finished products accounted for over half of the aggregate imports representing a value of \$1.22bn. although they were also down by 18 per cent. compared to last year's figures.

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New shipyard boosts Singapore's capacity

BY WONG SULONG

SINGAPORE, Nov. 21.

THE official opening of Mitsubishi Heavy Industries' first overseas joint-venture in Singapore today will make the island a repair centre in the world, after Japan.

Mitsubishi Singapore Heavy Industries or MSHI, as the Singapore venture is called, will add 100,000 dwt to the island's existing drydocking capacity of 1.3m. dwt.

MSHI, representing an investment of \$22.5m., is a partnership between the Singapore Government (44 per cent.), Development Bank of Singapore (5 per cent.), Mitsubishi Heavy Industries (34 per cent.), Mitsubishi Corporation (12 per cent.) and Mitsubishi Bank (5 per cent.).

The shipyard, occupying 336,374 square metres in Jurong, on the south-west of the island, is equipped with a 400,000 dwt drydock and a 675-metre quay which can accommodate two very large crude carriers at one time. It is the second largest yard

in Singapore. The largest is Sembawang, which has two drydocks of 400,000 dwt and 150,000 dwt. Sembawang used to be the Royal Navy's "finest dockyard east of Suez" and is now a Singapore Government-controlled commercial yard managed by Swan Hunter.

The MSHI project was conceived in 1971 when the international outlook for the ship-repair industry was extremely bright. Construction began on August 1, 1974, and was completed exactly two years later.

Gross turnover of the shipbuilding and repair industry in Singapore during this period grew at an annual rate of 30 per cent. to reach a peak of \$105m. last year.

The prevailing gloom in the industry apparently does not worry MSHI. Through its international connections it hopes to secure a sufficient share of servicing the 20,000 ships that call at Singapore every year.

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HOME NEWS

New accounting standards has won some support

BY MICHAEL LAFFERTY

LEADERS in the accountancy profession now accept that there are varying degrees of support for different parts of the proposed new current cost accounting standard.

It is thought likely that Sir William Stirling, chairman of the Accounting Standards Committee, the profession's rule-making body on accounting matters, will acknowledge the support which the new system is launched at a Press conference in London tomorrow week.

Some accountants and businessmen have been campaigning for the committee to go ahead only with those parts of the new system which command general approval—essentially the recommendations of the Sandilands Committee which reported in September last year.

Calls for such an approach have been made by Mr. Cob Stenham, finance director of Unilever and Professor Walter Reid, a member of the Sandilands Committee.

The Sandilands system would take account of inflation only on what are called non-monetary items in company accounts, that is stocks and fixed assets. But there has been much pressure for the system to be extended to cover the effect of inflation on monetary items—the other figures in accounts—mainly cash, debtors and creditors.

Much controversy already surrounds the committee's proposals, which are a compromise between the demands of both parties. The clearing banks and at least one influential accounting academic are expected to

express major reservations about the recommendations. The banks feel that under the proposed method their profits will be overstated. They want to be allowed to deduct the losses from the operating profit figure in the accounts.

Their case appears to be even further weakened by the slightly revised format of the profit and loss account in committee document, which is known as SD 15.

In what appears to have been an attempt partially to meet the banks' case, the Committee first said companies should make a transfer between profits and capital of an amount which

would depend on the circumstances of each company before arriving at the figure of distributable profit.

This would allow the average industrial company, which holds net monetary liabilities and therefore gains from inflation, to transfer all or part of that gain to distributable profits.

Separation of the profit and loss account into two sections—one in which profits are calculated and another in which they are distributed—with the above transfer appearing in the appropriation section only emphasises that this is a distribution, rather than the charge against profits which the banks demand.

Lex, Back Page

Consumer centres grant 'should be extended'

BY OUR CONSUMER AFFAIRS CORRESPONDENT

A PLEA to the Government to continue financing the local consumer advice centres has been made by the chairman of Which? magazine. At times when money was short ordinary people suffered under the weight of inflation and needed the help and information local centres could give, he said.

At present the Government is subsidising 46 local advice centres with a grant of £1.5m, which covers initial setting-up costs and contribution to running expenses. The grant expires at the end of the financial year and finance next year may have to come from the rates support grant.

There is concern that some centres could close and the Department of Prices is believed to be trying to extend the Government grant for another year in the face of opposition from other Government departments.

Speaking at the Consumers' Association annual meeting, Mr. Christopher Zealey, chairman of Which?, said yesterday that he fully understood the pressures on Government, both local and national, to reduce spending. But he warned that many centres would be under threat of closure unless aid was available.

Survey attacks £80m. State aid for Upper Clyde

BY OUR SHIPPING CORRESPONDENT

A DETAILED attack on both Labour and Conservative Governments for providing more than £80m. in an effort to maintain shipbuilding on the Upper Clyde was published yesterday by the Centre for Policy Studies.

In a study, called Upper Clyde Shipbuilders, Mr. Frank Broadway argues that salvaging some of the shipbuilders in 1972 out of the UCS collapse and work-in has encouraged the widespread belief that "it is politically impossible for any British Government to allow any large employer to collapse and go through the normal processes of bankruptcy".

Although Govan has received nearly £60m. worth of aid since 1972 and has been allowed to take loss-making contracts this year, there has been no significant improvement in the two factors which have long jeopardised shipbuilding on the Upper Clyde—poor productivity and late deliveries.

He claims that the £80m. absorbed by UCS and Govan "has largely been expended in meeting losses, and has produced little in the way of productive assets".

Mr. Broadway lays some of the responsibility for the UCS experiment on the Geddes Report, which he claims was

over-optimistic in arguing that Britain could increase its share of the world shipbuilding market by more than 5 per cent.

It was also "unrealistically low" in its estimates of the money needed to implement its recommendations while its hopes of trade union co-operation "proved to be largely unfounded".

The study takes a scathing view of labour relations at UCS. "Industrial disputes dissipated scarce funds and resulted in an unenviable and costly reputation for late deliveries."

"The company's inability or unwillingness to resist wage demands made the Upper Clyde an embarrassing pace-setter for the rest of British shipbuilding."

"There was none of the change of attitudes hoped for by Geddes; Clyde-side traditions of pilfering and indiscipline continued unabated."

"Such minimal co-operation could hardly have persuaded the workforce not believed that the Government would always bail UCS out of trouble and provide jobs," concludes Mr. Broadway.

Upper Clyde Shipbuilders by Frank Broadway, Centre for Policy Studies, £1.55.

Accountants attack idea of local income tax

BY DONALD MACLEAN

A FRESH ATTACK on the concept of a local income tax was made yesterday, by the Institute of Chartered Accountants.

The institute, commenting on the report of the Layfield Committee on local authority finance, published this summer, said that a locally determined income tax, as proposed in the report, was unlikely significantly to increase local accountability as desired. There would also be "substantial and practical difficulties" so that the cost would not be justified.

Comments supported those made last week by Sir Harry Page, former City Treasurer of Manchester, who dismissed the idea of a local income tax as an alternative or supplement to the rates.

The institute—which believes a large proportion of local spending should be financed

locally—accepted "reluctantly" that the rating system would stay, but suggested that further consideration should be given to schemes for tax credits and regional income tax.

The Government's devolutionary proposals led to the creation of new authorities in Scotland, Wales, and the regions of England, and a regional income tax might be suitable. To counter waste and inefficiency in town halls, available

auditors should be made to work together, said the institute. Sufficient auditors were available to conduct regular investigations into the efficiency of local Government services.

"We believe that although an expanded audit service would increase costs, the savings would result from increased audit efforts would be substantial," the institute declared.

An independent overseas should be appointed to look after standards of district audit services and firms of accountants involved.

Experience of industry urged for teachers

By Michael Dixon, Education Correspondent

TEACHERS should be provided with experience of work in industry and commerce at the expense of the EEC Social Fund, according to the combined National Association of Schoolmasters and Union of Women Teachers in a document issued today.

It is also "realistic to argue that before young people embark on any sort of higher education course it would be helpful if they had some wider experience of the world, providing this could be arranged without prejudicing the employment prospects of the least able," the combined union said in its reply to an EEC draft report on the problems of the move from schooling to working life.

Welcomed

"In the absence of compulsory military service in the U.K. it is a desirable thing to find some satisfactory means of bringing those of higher ability into direct adult contact with the world of the least able."

Mr. Terry Casey, general secretary of the NAS/UNT, welcomed the EEC's efforts to tackle the work transition problem. He said poor motivation towards working life among older schoolchildren was troubling Continental teachers as well as those in the U.K.

"They also share our growing problem of finding satisfactory first-job opportunities for school leavers."

Keener

Although low job-prospects in industry among pupils of all levels of academic ability, the combined union believes work experience provided as part of compulsory schooling could well make less able youngsters keener on studying.

The document said: "Trade unions could make a significant contribution to creating better motivation on the part of pupils by agreeing to recognise relevant sections of school courses for the purpose of exemptions from some parts of apprenticeship and other craft training courses."

Bakers warn bread price might rise because of discounts

BY ELINOR GOODMAN, CONSUMER AFFAIRS CORRESPONDENT

BAKERS WILL warn the Department of Prices this week that if trade discounts given on bread become too big the basic price will have to go up again.

They may also tell the department that its decision last week to stop them passing on a 10 per cent increase which was cleared by the Price Commission will cost them to another price increase costing the industry £2m. in the next five weeks.

On top of this, they might warn the Department that wheat prices could force them to apply for another increase before the end of January.

"They are likely to ask for assurances that the new range of maximum prices being proposed by the department will be changed when costs go up and generous discount terms. A retailer buying 100 loaves at a 10 per cent discount of 85 per cent will not be allowed to make any profit on it."

The bakers are still worried that Mr. Roy Hatterley, the new Secretary of Prices, does not accept their arguments about the United Road Transport Union, low profits being made in the van drivers' industry. When announcing his decision last week not to raise the present statutory goods delivered to shops if the maximum retail price of 30p, Mr. Hatterley said he did not believe profits in the baking

industry were unreasonably high. The bakers say profits are unreasonably low. They are concerned that he might think they could afford to give customers bigger discounts than at present without reflecting the cost increase which was cleared by the Price Commission.

They are anxious that the proposed range of statutory maximum prices, which will relate to the maximum retail price to be paid by the baker, should not encourage shops to ask for what the bakers consider excessive discounts.

Retailers might argue that the scale of prices—proposed by the department will discourage changes when costs go up and generous discount terms. A retailer buying 100 loaves at a 10 per cent discount of 85 per cent will not be allowed to make any profit on it.

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U.K. group plans cheap floating oil platform

BY RAY DAFTER, ENERGY CORRESPONDENT

A BRITISH group is developing a new system of offshore oil production which could speed up the exploitation of North Sea fields.

Mr. David Mappin, commercial director of the system, named Production Scotby, was particularly useful for development of relatively small fields with reserves of 200m barrels or less.

The estimated \$400m. capital requirement for Scotby, Oil's Heather Field development, for instance, could be reduced to about \$300m. with a floating production and storage facility.

Financial institutions in London developed by Seven Seas Ltd. in collaboration with Sir Robert McAlpine and Sons, YARD, Ewbank and Partners, Roxburgh Disaro and Partners and the National Engineering Laboratory, are building the Scotby platform.

So far about \$250,000 (£150,000) has been spent on research and development work. The Offshore Supplies Office of the Department of the North Sea.

Sinn Fein rejects Loyalist plan

BY OUR BELFAST CORRESPONDENT

PROTESTANT parliamentarians hope that Ulster Republicans might show interest in their concept of an Independent Northern Ireland have been sharply dispelled by Provisional Sinn Fein.

In the Republican Sinn Fein, its official publication in Ulster, Sinn Fein says the outcome of the loyalist plan would be a one-party Fascist state.

Members of the Ulster Loyalist Central Co-ordinating Committee believed the attractions of their Independent Republic could win support from the Provos. They argued it would mean the end of British rule.

Sinn Fein, however, took a different view. "Loyalist parliamentarians would seize total power and deny all rights to the opposition," it says in a front-page editorial.

"Freedom of speech would be even more drastically curbed and there would be even more political prisoners in the jails. Such a plan could not possibly create peace of a just and lasting nature."

Opposition to the Loyalist proposal has also come from Northern Ireland Labour Party which draws much of its support from Protestant working-class areas of Belfast.

Devolution within the U.K. was still the best option, its chairman said in a week-end speech.

"A civil war of 'massive proportions' could break out in Northern Ireland if Britain allowed the province its independence, Mr. Airey Neave, the chief Opposition spokesman on Ulster, said at the week-end.

As soon as Britain set a date for Army withdrawal, the military forces of both Catholics and Protestants would prepare themselves in advance.

"The ground would be cut from under the feet of all those working for peace and reconciliation. Britain could not guarantee any settlement without the presence of troops."

COMPANY NOTICES

UNILEVER N.V.
DIVIDEND ON CERTIFICATES FOR ORDINARY CAPITAL
N.V. NEDERLANDSCH ADMINISTRATIE- EN TRUSTKANTOOR
Interim dividends in respect of the year 1978 will be paid on or after 17th December, 1978 as follows:
SUB-SHARES OF FL.12 IN THE NAME OF MIDLAND BANK EXECUTOR AND TRUSTEE COMPANY LIMITED
TRUSTEES: MIDLAND BANK TRUST COMPANY LIMITED
A dividend, Serial No. 97 of FL.1.52 per sub-share, equivalent to 45.9165 pence converted at FLA.1815 = £1.
DUTCH DIVIDEND TAX relief is given by certain Tax Conventions concluded by the Netherlands. A resident of a country which is liable to Dutch dividend tax at only 15% and who is not a resident of the Netherlands, may elect to have the dividend paid to him in the form of a dividend certificate. No form is required from U.K. residents. Dutch dividend tax at 25% (FL.0.45) will be deducted from the dividend. If the dividend is paid to a non-U.K. resident who is not liable to Dutch dividend tax at 25%, the dividend will be paid to him in the form of a dividend certificate. No form is required from U.K. residents. Dutch dividend tax at 25% (FL.0.45) will be deducted from the dividend. If the dividend is paid to a non-U.K. resident who is not liable to Dutch dividend tax at 25%, the dividend will be paid to him in the form of a dividend certificate. No form is required from U.K. residents. Dutch dividend tax at 25% (FL.0.45) will be deducted from the dividend. 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الطريق الى

Latest thinking on the Turbo-charging of truck engines.

BY DR. MAGNUS PYKE.



A further advantage was that by running the engine like this at high pressure he obtained greater efficiency.

That is to say he got more work from each unit amount of fuel.

Turbo-charging, first applied to big marine diesels, uses part of the waste energy of the gases in an engine's exhaust pipe to run a little turbine.

This drives a compressor which forces more air into the engine's cylinder than would otherwise be sucked in by the pistons.

It gives three important advantages. The first is a more efficient use of fuel.

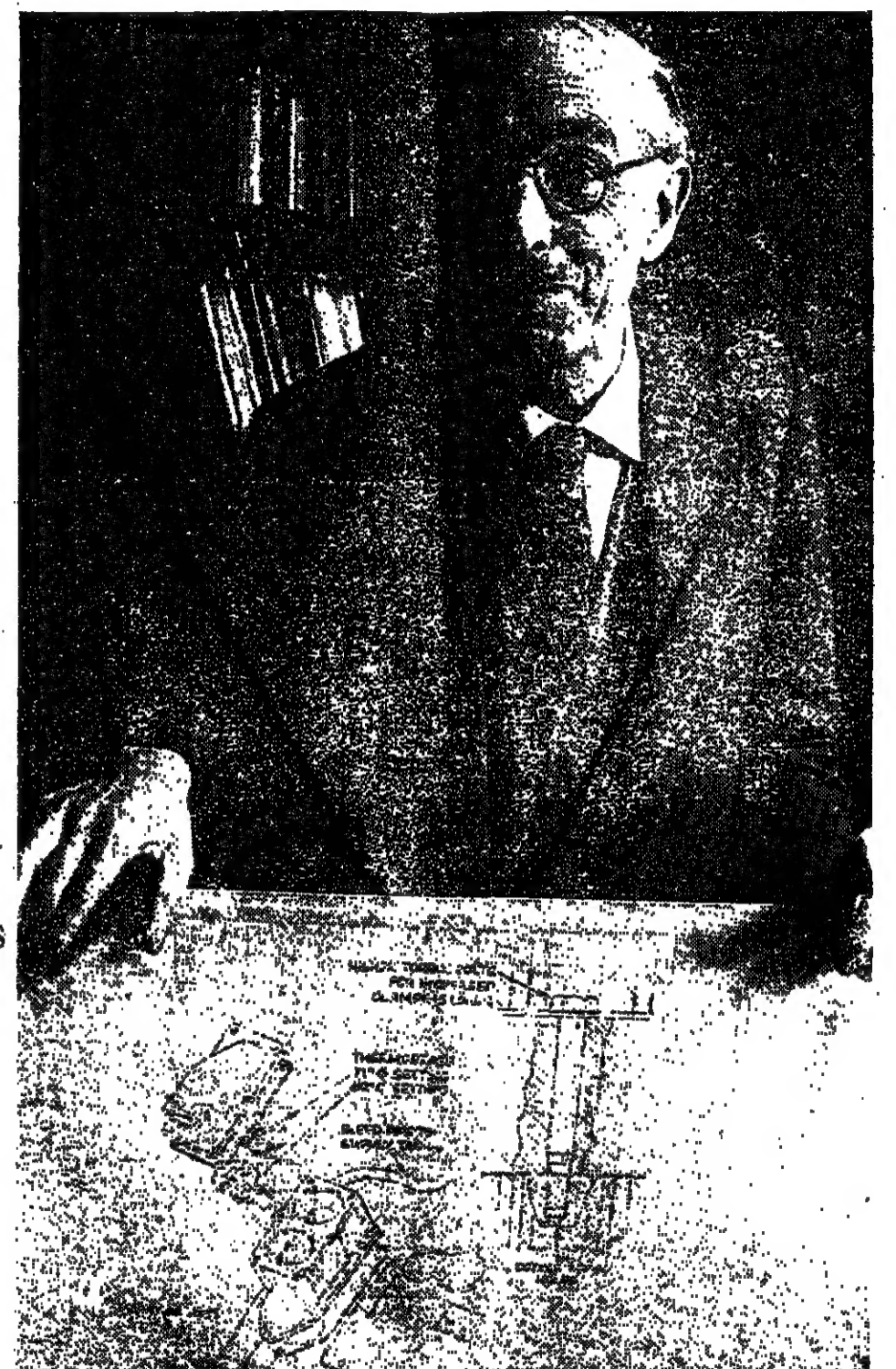
The second is particularly valuable: because more fuel is taken into each cylinder at every stroke, more power is obtained from the engine.

A third benefit is that because the turbo-charger compresses the air which flows into the engine, this air becomes hot, the fuel that is mixed with it burns more promptly and the engine is consequently quieter.

By fitting a turbo-charger these considerable advantages are obtained for an increase in

And, since the turbo-charger may at times need to spin at 100,000 RPM it must obviously be properly made, adequately lubricated and precisely designed to suit the engine it is to work with.

Ford have, they say, done three things to make their Turbo II engine better than the previous model they made.



"Ford are bringing out an improved turbo-charged diesel engine and they think that I can explain what's new about it and why it's better than other engines.

Most trucks have had diesel engines for the last 30 years or more.

The principle Herr Rudolf Diesel introduced, when he first heard how inefficient steam engines were, was to compress the air so tight in the cylinder that its temperature was sent up to about 800°C.

This was so hot that when the fuel was injected it ignited right away without need for a sparking plug.

the weight of the truck of about 100 lbs.

If the owner gets an extra 30 HP for this increase in weight (as indeed he does), he can therefore carry some tons more goods in his vehicle.

Of course to win these prizes the structure of the engine must be made strong enough to stand the extra pressure, the cooling system must be efficient enough to dissipate the extra heat which is inevitably rejected by the engine.

This is part of the Carnot Cycle (which, I need hardly add, is not a means of transport but one of the fundamental principles of thermodynamics).

To start with, the engine has been strengthened by clamping the cylinder head down more firmly.

Next, they have taken a good deal of trouble to make sure that the cooling system works more efficiently, the thermostats do their job and the water circulates no matter what the engine is doing.

Finally improvements have been made in turbo-charger lubrication to make it easier for the men who service the trucks and keep them in good order.

After having heard what the Ford people had to say about their Turbo II engine I felt that I knew what they were talking about.

I hope that now you do too."

Those of you who are directly involved with the transport business will obviously want to know more.

Contact your local Ford Truck Specialist Dealer. He'll be pleased to arrange a presentation of the new Turbo II engine for you.

FORD TRUCKS 



Norwest Holst total capability

Norwest Holst Limited 35 Chesham Place London SW1X 8HB Telephone: 01-235 9951 Telex: 917047

The Executive's and Office World

EDITED BY JOHN ELLIOTT

Mr Davies outlines a method by which the difficulty of measuring productivity of draughtsmen and designers could be overcome

Drawing office values

PTS TO improve the productivity of draughtsmen and designers by using traditional methods in a complex area to work study methods is difficult because it is difficult to measure the amount of effort that goes into a drawing. It is equally hard to find a product and most draughtsmen and designers resent having their work examined by outsiders. Some drawing offices have tried to use a broader method which is claimed to be effective.

Techniques

In the past some companies have used a method known as "time study" to quantify work within limits—the more draughting work, the better the results could be applied as standard. Draughtsmen were quick to state that they could not improve productivity simply by doing the same design pieces of paper. This increase either their contribution or their productivity in work study. Their work study or dwindled—according to some, these difficulties are attributed primarily to the work study method.

to the work study man's conscientious efforts to apply crude techniques in a complex area to achieve an inappropriate objective. For it is not necessarily a greater number of cheaper pieces of paper containing drawings that are wanted. Nor is it possible to be sure of increased efficiency by making the draughtsman spend a greater proportion of his time actually pushing a pencil. Within the context of creative and highly technical work, where the draughtsman's productivity may be measured by being penny-wise and pound-foolish, planning must go beyond the single, negative objective of cost reduction. What is needed instead is an organised approach to securing the maximum value from the draughtsman's resources.

Variations

The special products section, for instance, was inundated with work and was short-staffed. Although most products were variations of something which had been made before, the draughtsmen produced a new set of drawings for each order. This was because the draughting system made it so hard to find and modify an earlier drawing that the draughtsmen preferred to keep on "re-inventing the wheel". The obvious answer was to acquire an expensive new filing system. Instead, a draughtsman's suggestion led to the development of a series of pre-printed standard outline drawings of the most used components, on which dimensions and special features were superimposed for each new order. The volume of drafting work was almost halved, the backlog cured and fewer errors found.

PEN DESIGN

BY NICHOLAS LESLIE

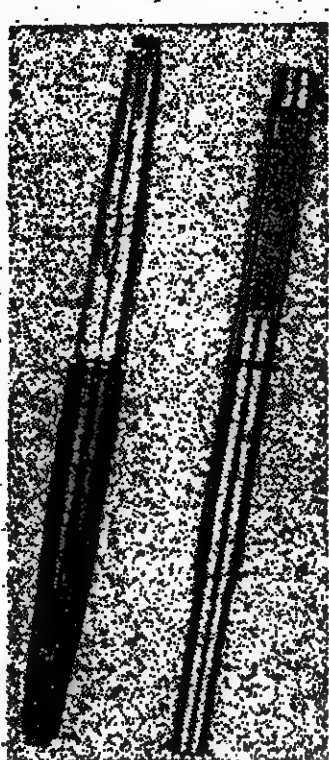
A break with tradition

IN THE PAST (en to 13 years) the ball-point pen has carved out for itself a lion's share of the European market for pens. The reasons are diverse and include the fact that the ball-point pen has become acceptable for use in schools, particularly in the U.K. where they were once generally banned. In addition, companies like Bic, in France, swapped the market with cheap, throw-away ball-points.

An inevitable result has been that sales of fountain pens have suffered, with the situation being aggravated by the growing popularity of fibre-tip pens. Precisely how much the fountain-pen market was hit is unclear because of a lack of statistics. But one company which was worried by the downward trend of sales of these pens in the late 1960s and early 1970s—particularly in Europe—was the Parker Pen Company. It also felt that it was suffering from an additional handicap in Europe of having a somewhat staid image. Its pens—fountain, ball-point and fibre-tip—had for many years been based on minor variations of a theme dictated by the American parent company, with the most significant feature being the pen's arrow-shaped pocket clip.

New range

Recognising the problem Mr. Peter Ward, the European area marketing manager of the U.K. Park Company, decided in 1971 that a totally new range of pens was needed that would be far removed from the existing image, and would find acceptance among younger people, many of whom it was found had little or no knowledge of fountain pens. The company's problem was



Parker, 61 (left) and 25 pens

real idea" of what sort of design it wanted so the designers were given a very wide brief. The only stipulations were that the pen should not resemble existing models and should not incorporate the arrow-clip. Also, it was to be the first fountain pen sold by Parker in Europe which would not have a gold nib. This fitted in with the company's aim to keep the price down as much as possible, particularly because the cost of gold was increasing substantially while the new range was being planned.

Pentagram's first design was developed into the final product with few changes needing to be made as a result of the subsequent market research. The front end of the pen, incorporating the nib, is made of a coloured plastic material and fits into a stainless steel barrel. The front half of the barrel and the stainless steel cap are of the same diameter, so the back half of the barrel narrows to accommodate the cap. The clip is of simple design.

The market research tested such things as acceptability of the design, reactions to writing performance, the cartridge method of filling the pen, and what sort of market and price range it would best fit into. The few changes then made included a stainless steel band being put between the steel nib and plastic front and because many people felt the plastic housing for the nib looked insubstantial. In addition, a coloured band around the barrel was removed and the company's trade mark was put on a plastic spot on the clip. This reversed an earlier idea of the company not to emphasise in any way the Parker identity—in fact it was found that people wanted the make to be clear.

The research also established that the design was acceptable to a wider age group than originally envisaged. Instead of aiming at a very young market of ages only up to 15, the main sales are now intended to include people up to 25. Because between 50 and 75 per cent of Parker's fountain pens are bought as gifts, however, it was felt important to find out the reactions of older people to the design. The outcome was that while many in the middle to older age groups said they would not buy the pen for their own use, they saw it as something they would buy as a present for younger people.

Colours

Another factor to emerge, according to Mr. David Chittenden, Business Decisions' research director, was that younger people did not like bright colours, such as orange and red, for plastic sections of the pen. Black accounts for between 40 and 50 per cent of Parker's sales and the range of colours for the new pens—known as the Parker 25 and thus perpetuating the company's tradition of numbers for models—is now based on black, blue and dark green.

From inception of the idea for a new range to the pens being marketed last year took over four years.

This meant that original estimates for the retail price of the fountain pens had to be increased over the years of development and they now start at over £4 each. However, Parker says that research showed that their estimate of what the cost should be was lower than the amount people said they would be prepared to pay.

PORT ADVICE

BY MAX WILKINSON

Feminine lead in hi-fi

HE was 28, Gisela Burg had that being an attractive air hostess was not qualification for sales. A loan of £500 to start sales exporting business. Listening to her London-based manager and suggested: "I would do better to be a saleswoman."

After five years of hard self-courtesy throughout the world, she has proved him. She is now managing and owner of a thriving hi-fi business, which exports more of British hi-fi and equipment each year and has been elected chairman of the Federation of Audio Manufacturers. After being refused a bank loan, she had to finance her first trip abroad by taking a job as an interpreter for a large company.

She took a turntable in her suitcase, and managed to sell 40 which was just enough for her to start in business. She found many of the companies she was selling for had a casual attitude to delivery and did not realise that overseas customers were often not prepared to wait. Another problem was the poor standard of finish and packing of many British hi-fi systems that were shipped abroad.

A hi-fi enthusiast herself, Miss Burg has concentrated on the top end of the market where British technology is the equal if not superior to any in the world. Loudspeakers, particularly, sell well in Japan and America because British experience in fine tuning achieves a more natural and exact reproduction than is produced by most competitors. High quality turntables with a made in Britain label are also selling well.

One of the biggest problems for the small exporter, even when he uses an agent, is cash flow. Cheques signed in, say, Germany, have to go from the local bank to head office before the credit is transferred to the head office of the British bank and then to the local branch. With delays in the mail and administration the whole process can take three to four weeks.

Transfer

Miss Burg decided to speed the process by having the credits transferred direct from the local bank abroad to her bank by telex. "We pay the extra cost which may be £2 or more, but this is very small when compared with an order of £20,000 or more. We are usually able to pass the money on to the supplier within seven days so that it can be re-invested at once in new components. For companies with a turnover of only £100,000 a year, this can be very important."

She also thinks the Government could help more. "For example the Export Credit Guarantee Department is very slow to investigate claims. It can take six months or more to get your money. We have only had one claim and it took a year."

More should also be done to encourage banks to lend money to small businesses like her own, though Exportus has never had a loan, and indeed, now lends money to some of its suppliers and customers. However, if Miss Burg sees the future of British industrial practices with the eye of a German grammar school headmaster's daughter, she is also appreciative of their virtues. "I am sure I shall stay here. I like the life-style and the friendliness. I was given a tremendous amount of help by people in the business when I started. This would never have happened in Germany. They would have thought me 'all the way' and stopped me ever getting off the ground. The Germans are much more aggressively competitive."

Some of the worst wounds...



...are the ones that don't show

be called shell-shock. Now we know more. We know that there are millions of men and women who have been through the horrors of war and who have been left with deep, lasting wounds. We know that there are millions of men and women who have been through the horrors of war and who have been left with deep, lasting wounds. We know that there are millions of men and women who have been through the horrors of war and who have been left with deep, lasting wounds.

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FINANCIAL TIMES SURVEY

Monday November 22 1976

Insurance

The insurance industry has had a couple of difficult years but prospects now appear brighter. Although problems of inflation, rate-cutting and overseas competition persist, most sectors feel their fortunes are reviving.

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more than half the overall total for 1975—compared with a \$16m. deficit in the previous year. When CU's figures are removed, the remaining insurance companies recorded underwriting losses down to \$82m. from \$101m. in 1974.

Thus for the majority of companies 1975 was a year of recovery, albeit slight, from the poor 1974 figures. This was certainly so for Royal Insurance, for which 1974 was the worst year for underwriting performance. It would appear that the Commercial Union is about a year to 18 months out of phase in its underwriting cycle compared with the other insurance companies.

The results so far reported in 1976 would confirm this conclusion. The major companies were reporting very much better results—General Accident at the nine months stage was approaching break-even in its underwriting, while Royal was showing a tremendous advance from results that were still poor, albeit better than 1974. The nine month results from CU are awaited with interest. At the half yearly stage, CU had improved but with very weak performance compared with the others.

The disaster sector in 1975 was motor business, where losses almost trebled to \$160m. from \$51m. in 1974. The problem territory still remained the U.S., with losses up from \$11m. to \$75m., while motor business in all other territories outside the U.K. experienced a deficit of \$70.5m. Motor business, in

The fire and accident sector, in contrast, had a much lower deficit of \$25m. against \$66m. in 1974. Last year was mercifully fairly free from major natural disasters, whereas the previous year had a succession of floods, cyclones, tornadoes and so on in Australia, North and Central America. However, the results still have to show considerable improvement to return to the peak profit in 1972 of \$54m. The situation in the U.K. showed a satisfactory profit of \$20m., only slightly lower than in 1974. But the first week-end of 1976 saw the east coast of the country swept by some very severe storms, causing damage of over \$40m., the biggest claim experienced by British insurance companies and exceeding the \$36m. of Flixborough.

Pruned

The insurance companies started to take corrective action in the U.S. to meet the growing deficits back in 1974, with the CU starting last year. They all reported that unprofitable business and agencies had been pruned back or cut out altogether. Applications for very high rate increases were being granted by the various State Insurance Commissioners in many States.

The insurers in North

RESULTS OF BRITISH INSURANCE COMPANIES

	(£m.)						
	1975			1974			Increase %
WORLDWIDE GENERAL PREMIUMS							
Fire & Accident (non-motor)	2,687			2,248			19.6
Motor	1,346			1,265			22.2
Marine, Aviation & Transport	408			347			17.6
TOTAL	4,441			3,858			20.3
WORLDWIDE UNDERWRITING RESULTS							
	Premiums	Profit/ Loss	% of Premiums	Premiums	Profit/ Loss	% of Premiums	
Fire & Accident (non-motor)	2,597	- 23.2	- 1.0	2,154	- 65.7	- 3.1	
Motor	1,533	-149.8	- 9.8	1,252	- 51.1	- 4.1	
TOTAL	4,130	-175.0	- 4.2	3,406	-116.8	- 3.4	
U.K. UNDERWRITING							
Fire & Accident (non-motor)	979	+20.3	+ 2.1	789	+21.4	+ 2.7	
Motor	823	- 4.6	- 0.7	597	+ 1.8	+ 0.4	
TOTAL	1,803	+15.7	+ 1.0	1,386	+23.2	+ 1.8	
U.S. UNDERWRITING							
Fire & Accident (non-motor)	584	- 42.8	- 7.3	486	-34.8	- 7.3	
Motor	320	- 74.7	-23.3	262	-11.3	- 4.3	
TOTAL	904	-117.5	-13.0	748	-46.1	- 6.3	
REST OF WORLD UNDERWRITING							
Fire & Accident (non-motor)	1,043	- 2.7	- 0.3	879	-52.3	- 5.9	
Motor	589	-70.5	-12.0	483	-41.6	- 8.6	
TOTAL	1,632	-73.2	- 4.5	1,362	-93.9	- 8.9	

America seem to have learnt for maximising cash flow and the lesson of the rate-cutting relying on investment income to cover deficits. But it takes time for a few years ago. Now they are going for underwriting profit and getting the rate corrected in the accounts—the rect, rather than going all out benefits are just appearing in picture was more or less the

same as in the U.S.: the facing the insurance companies authorities would not permit—that of building up an adequate asset base to meet the enough to meet growing size of growing volume of premium claims, especially workmen's income that is being generated compensation. The results of not only by inflation but by the this action and better under- growth in the world economy, standing from the insurance Several speakers at the recent authorities has now come Financial Times World Insur- through the accounts in both ance conference referred to the these territories and under- insurance companies having to writing has returned to profit- seek new sources of capital. ability.

Investment income from general insurance funds continues to be buoyant and still enables the companies to offset their underwriting losses. The only major exception was the CU which last year recorded a pre-tax loss on its business, a very rare occurrence. Overall income from investments last year for the companies rose by \$88m. to \$445m., so that there was a net profit on general insurance business of \$290m. in 1975. This increase reflects in part the continued high interest rates obtainable worldwide on the insurance company funds between receiving the premiums which were boosted last year by and paying the claims, it can result in a loss. The recent concession by the Bank of Eng-

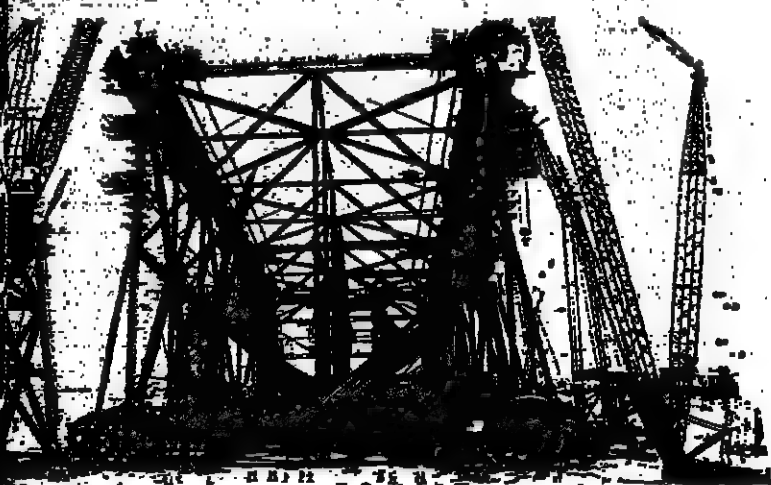
The other major problem of the insurance industry is the continued weakness of sterling, which can upset all predictions and assumptions made by under- writers. Over two third's of business in the London insurance market arises from overseas. An insurance contract can be profit- able in sterling terms, but because of the fall in sterling result in a loss. The recent concession by the Bank of Eng-

margins apparent in 1974 was land to allow insurers to keep 75 per cent. of the premium in money raised as rights issues the original currency will help, and by the recovery in the market, rates overseas. In general, are especially in the U.K. and U.S. much lower than in the U.K. It is a delicate problem for insurers to decide whether to bring the money back to the U.K. or invest it overseas. But these problems will have This, is one of the problems to be resolved if London is to

CONTINUED ON NEXT PAGE

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Offshore were the contractors responsible for building this record offshore platform. We were chosen to insure the site; the dock- certain equipment used in the construction of the platform including lally adapted cranes and their transportation and erection; plus the liability cover for Laing Offshore in their capacity as contractors.

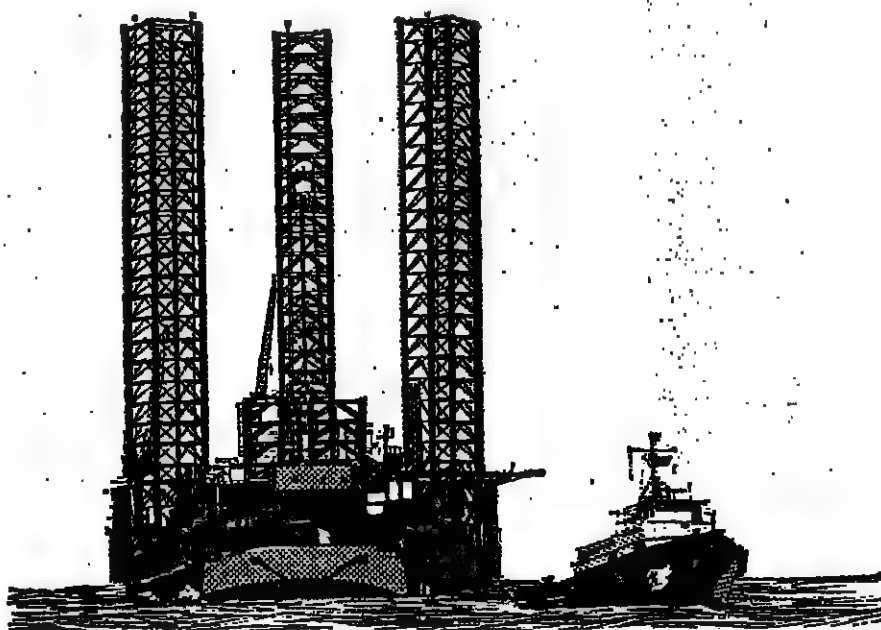
Interim results 1976/77

The unaudited results for the six months ended 30th September 1976 provide further evidence of the success of the

C.E. Heath Group

rokerage Income	£5,787,000	up 53%
nderwriting fees/ verriding Commission	£1,835,000	up 74%
perating Profit	£3,692,000	up 111%
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Earnings per share: 19.0p against 9.7p in 1975/76



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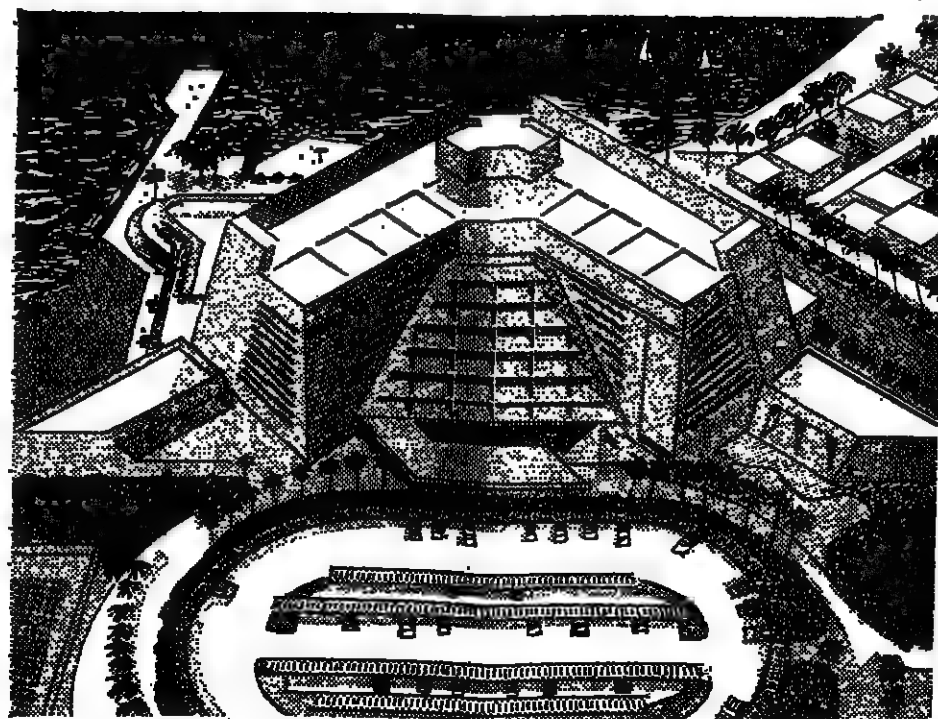
These C.E. Heath successes and many others are the result of our experience and proven integrity dating back over nearly a century of operation.

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As insurance brokers to the British Steel Corporation we handled the insurance of the newly-opened BSC Thrybergh Bar Mill near Rotherham.

INSURANCE II

Learning to live with controls

THE INSURANCE industry, to be affected by extensive public scrutiny of its operations. It is important, however, to distinguish between the purposes of the various forms of interference in the industry. The recent insurance legislation, under which new regulations are continuing to be produced, represents a major change in the atmosphere in which the industry operates. For many years it had enjoyed a freedom of action unparalleled in Europe. With the Continental countries providing a sharp contrast in the detailed controls exercised by the authorities.

The arguments used by its proponents, moreover, are only marginally related to the motives behind recent important legislation to control the insurance industry—indeed, in some respects, there is a potential direct conflict. Nevertheless, the industry has had to recognise that its traditional freedom of action has been circumscribed to a substantial degree and that it will continue

develop with a flexibility denied to more restricted rivals, and has been the predominant reason for the U.K.'s ability to develop as a leading international insurance centre.

Until fairly recently this had been combined with a remarkable record of stability. But the shock of a number of failures, coupled with the growing emphasis on consumer protection in the U.K., made it certain, even aside from the pressures of membership of the EEC, that stricter controls would have to be introduced. The 1974 Insurance Companies Act brought in a new era of insurance history in the U.K., giving the Government wide powers of intervention and control. And its inevitability has been acknowledged by the industry by the degree of co-operation which has been forthcoming in the development of the detailed regulations, even though some members of the industry may feel there is a danger of over-emphasis on detailed controls.

Benefits

This freedom, there can be no doubt, has brought important benefits. It has enabled the British insurance industry to

where for the causes of Britain's economic problems, "long term finance is already available for industrial investment without nationalisation."

The companies have also drawn attention to the overriding importance of policyholders' interests. In their joint comment the seven companies concerned argued: "It is the job of the insurance companies to protect these savings for their policyholders by making investments in their best long-term interests and not subject to short term political expediency or pressures." The spirit of the recent regulations, in effect, may conflict with the ideas of State control or direction of insurance company investment.

The point is perhaps underlined by one of the important new sets of regulations which have been produced in the past year. This covers the valuation of insurance company assets, and incorporates and extends the rules published earlier. In the first stage, as a contribution to checking the solvency of an insurer, rules were laid down covering the valuation of assets. These, in general terms, formalised the use of market or realisable value, laying down at the same time rules for determining the value of investments in subsidiary and unquoted companies.

The latest development of the rules sets out detailed limits on the amounts of particular kinds of asset which can be taken into account. The aim is simply to avoid a situation in which a company puts too many of its eggs into one basket, so that it could be disastrously affected by the collapse of one company or a sharp drop in the value of one big piece of property.

Limited

It is possible to imagine circumstances where pressure on insurance companies to support particular sectors of industry with long-term finance (even through the new Equity Capital for Industry) could fall foul of the strict rules laid down in the new regulation. The limits placed on the companies are quite tight, particularly in relation to those at the

smaller end of the insurance industry's scale.

A piece of land, for example, may not make up more than 5 per cent of either a company's general business or long-term business amounts as defined in the regulation. Again, holding of quoted equity shares in any one company or any of its connected companies is limited to 24 per cent, while there is an overall limit of 74 per cent on the amount which may be put into one company in various forms of equity or debt.

As these regulations come into effect they should provide the Department with the material to ensure effective supervision of insurers and to judge the solvency of companies. In particular, they should provide the opportunity for the authorities to spot potential problems in advance, one of the areas where supervision has been criticised in the past, and to take preventive

action before the real damage from the present 10 per cent

is done. One other set of new regulations has also appeared recently, but its effect by the end of 1978.

The most important and probably controversial area still to be covered, however, lies in the valuation of liabilities, the equivalent of the other side of the accounts to the asset rules already promulgated. The purpose of the regulations will be to enable a company to demonstrate its solvency and to give the authorities straightforward yardsticks against which to measure the returns they receive.

Components

These regulations in effect involve three components in non-life business—the unearned premium reserve, the unexpired risk reserve and the outstanding claims reserve. Valuation of the liabilities is normally done on the basis of past experience,

but with a considerable time element which allows for the effect of the experience expected in future development. Arriving at a formula to base valuations on present difficulties, at members of the industry whether this can be a useful form.

Nevertheless, it appears that some agreement reached eventually on a knotty problem, though some two years of stalling is still in doubt. Detailed regulation of insurance industry now a feature of its continued participation in the discussions involved. The authorities is essential to an effective and supervision.

Michael B

Offing

CONTINUED FROM PREVIOUS PAGE

remain a world insurance centre. The demand for the insurance services that London can offer is stronger than ever as the world economy grows. And as the emerging nations set up their own local insurance industries, that demand will be more for reinsurance than direct insurance. Reinsurance is going to be the growth area of the London market in the future. Countries can set up local insurance industries but it cannot provide the capacity or the expertise, hence they will seek to reinsure the bulk of the risk. This is London's opportunity.

Life assurance in 1975 had its best year ever in terms of new business growth, despite inflation, or perhaps because of it. New sum assured totalled £31bn.—a rise of 33 per cent and new annual premiums increased by 39 per cent to £994m. There was a recovery in business from the linked life companies, but the traditional mutual life companies appeared to get more than the average rise in business.

At home the industry is

having to face up to political as well as financial problems. The threat of nationalisation, always in the background with a Labour Government, has moved one further step nearer reality with its adoption as official party policy. Despite denials of implementation from the Government and exhortations that it should be ignored, the industry is now taking this threat seriously. The experience overseas of nationalisation, especially that of British Columbia in running motor insurance and making massive losses in the first year, should be enough of a deterrent.

The other problem is over direction of investment. A discussion of this subject needs a full article and is dealt with elsewhere. Suffice it to say that all but a handful of policyholders have been more than satisfied with the investment policy pursued by life companies and it is their money that the politicians wish to direct into suitable investment. The experience overseas of direction, is lower returns for the policyholder compared with that in the U.K.

Top of the table in foreign earnings

OVERSEAS EARNINGS OF U.K. INSURANCE

	1971	1972	1973	1974
£m	£m	£m	£m	£m
INSURANCE COMPANIES				
Underwriting (overseas business written in U.K.)	40	35	34	33
Direct investment (profits from overseas business written outside the U.K. through subsidiaries, etc.)	62	55	76	62
Portfolio investment	25	37	47	54
TOTAL	127	160	157	149
LLOYD'S				
Underwriting (overseas business written in U.K.)	113	121	126	136
Portfolio investment	16	15	21	24
TOTAL	129	136	147	160
BROKERS				
Underwriting (overseas business written in U.K.)	58	55	60	75
TOTAL INSURANCE	211	207	204	234

Source: Central Statistical Office



One of our earlier brokers. He was there before the Lutine Bell rang

The Lutine Bell has, after all, been at Lloyd's only since the middle of the last century. We boast the terracotta bust of one of our earlier brokers, who was accredited to Lloyd's in the 1820s.

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to at least 1793, giving us an unbroken chain of expertise spanning the best part of 200 years.

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Within the total, the share of insurance has increased over the last 18 months after a couple of years when the sector's earnings only grew slowly. Consequently while the total net invisible earnings of the City rose by 13.2 per cent in 1975, insurance earnings increased by just under 18 per cent.

The importance of overseas markets to the U.K. insurance industry is shown by the fact that about two-thirds of non-life premiums come from abroad, while for Lloyd's underwriters the proportion is three-quarters. Linked in with this, most prominent insurance brokers derive the majority of their business from overseas.

Split

The Central Statistical Office breakdown of the overseas earnings of U.K. financial institutions in the "Pink Book" (U.K. Balance of Payments 1965-75) indicates the various sources of income for the insurance business, and their differing growth rates. The sources are companies, Lloyd's and the brokers, though the income of the first two is split between underwriting revenue and income from their portfolio investment abroad. The insurance companies also derive profits on direct investment from their subsidiaries on overseas business written outside the U.K.—Lloyd's writes all of its business on the home account since it has no overseas branches or subsidiaries.

The underwriting trading income reflects the balance between premiums for risks taken and expenses and claims. The underwriting profit is, of course, not simply a cash flow calculation for the particular year. This is because the premiums collected during the year are adjusted to cover unexpired risks on business to be carried into the future as well as unsettled claims—and claims settled during the year also include many which arose from business in earlier years. These complications apply particularly to Lloyd's which, so that the overseas earnings for Lloyd's underwriters are stated as an average of three years' premium income, net of claims paid, centred on the relevant year, with an estimate for the year ahead.

The figures show that the earnings of Lloyd's on underwriting grew sharply last year while the underwriting income of the companies has remained fairly flat over the last three years and is, indeed, lower than in 1971-72.

It is, however, a better guide to add together the direct underwriting income and the profits from direct investment overseas since several of the leading U.K. insurance companies have been expanding

their world-wide branch and subsidiary network, writing more of their overseas business in the country of origin, rather than in the U.K.

Nevertheless, the combined underwriting profit of these two sources has still fallen steadily since 1972. In contrast to the growth in Lloyd's underwriting income, particularly last year, the drop in the companies' earnings in this area from the peak of the last underwriting cycle in the early 1970's reflects the persistent problems faced by many companies in certain countries, notably the important U.S. market and in Australia as a result of the accelerating inflation of 1973-74. Government controls and regulations, and bad weather.

It has taken time for the companies to push through the necessary premium increases and for these to work through. There have been continuing difficulties in certain classes of business—for example, general liability and motor in the U.S. Nevertheless, the improvement can now be seen clearly in, for example, the nine month figures of Royal Insurance announced last week.

But apart from earnings from underwriting, both the companies and Lloyd's also receive sizeable income from investments—both in the time lag between receipt of premiums and payment of claims and, more significantly, from the large reserves. These have been built up over the years and have been needed to satisfy the solvency margin requirements of various countries. The rise in investment income resulting from the increase in reserves, a higher level of interest rates and the fall in the pound is shown in a 23 per cent increase in the combined company and Lloyd's income from portfolio investment last year.

The increase was, however, much larger relatively for the companies than for Lloyd's, reflecting the former's greater reserve funds.

The other main source of income for insurance comes from the brokers' overseas activities, where growth has been very rapid in the last few years with a near doubling in total earnings since 1971. Moreover, the brokers also contribute to the other sources of insurance invisible earnings since all Lloyd's premiums must be placed by brokers and a proportion of the company overseas business also comes this way.

The brokers have been particularly assisted in their overseas business in the last year by the weakness of sterling which has obviously inflated the value of overseas premiums, even before allowing for domestic inflation and the growth in the volume of

business. The impact has been maintained in sterling, undisturbed by the fact that many resulted in the series of the brokers run at least part issues in the series of their overseas operations insurance companies from the U.K., and on their last two years and so a penance have not had to suffer city problems in the full effects of the fall in lines at Lloyd's. This at a time when business is coming across the Atlantic.

The fall in the pound has a direct effect where it overseas risk is written in sterling and there is an exchange loss in the interval before a claim, in a foreign currency, is settled. But a lot of business of, for example, Lloyd's does not involve such an exchange risk.

There remains the problem of the fall in the pound increases the sterling value of overseas premiums and thus of the reserves which need to be

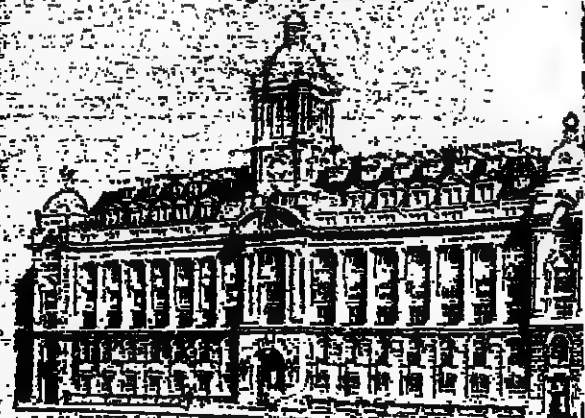
business. The impact has been maintained in sterling, undisturbed by the fact that many resulted in the series of the brokers run at least part issues in the series of their overseas operations insurance companies from the U.K., and on their last two years and so a penance have not had to suffer city problems in the full effects of the fall in lines at Lloyd's. This at a time when business is coming across the Atlantic.

Peter Economics Corre

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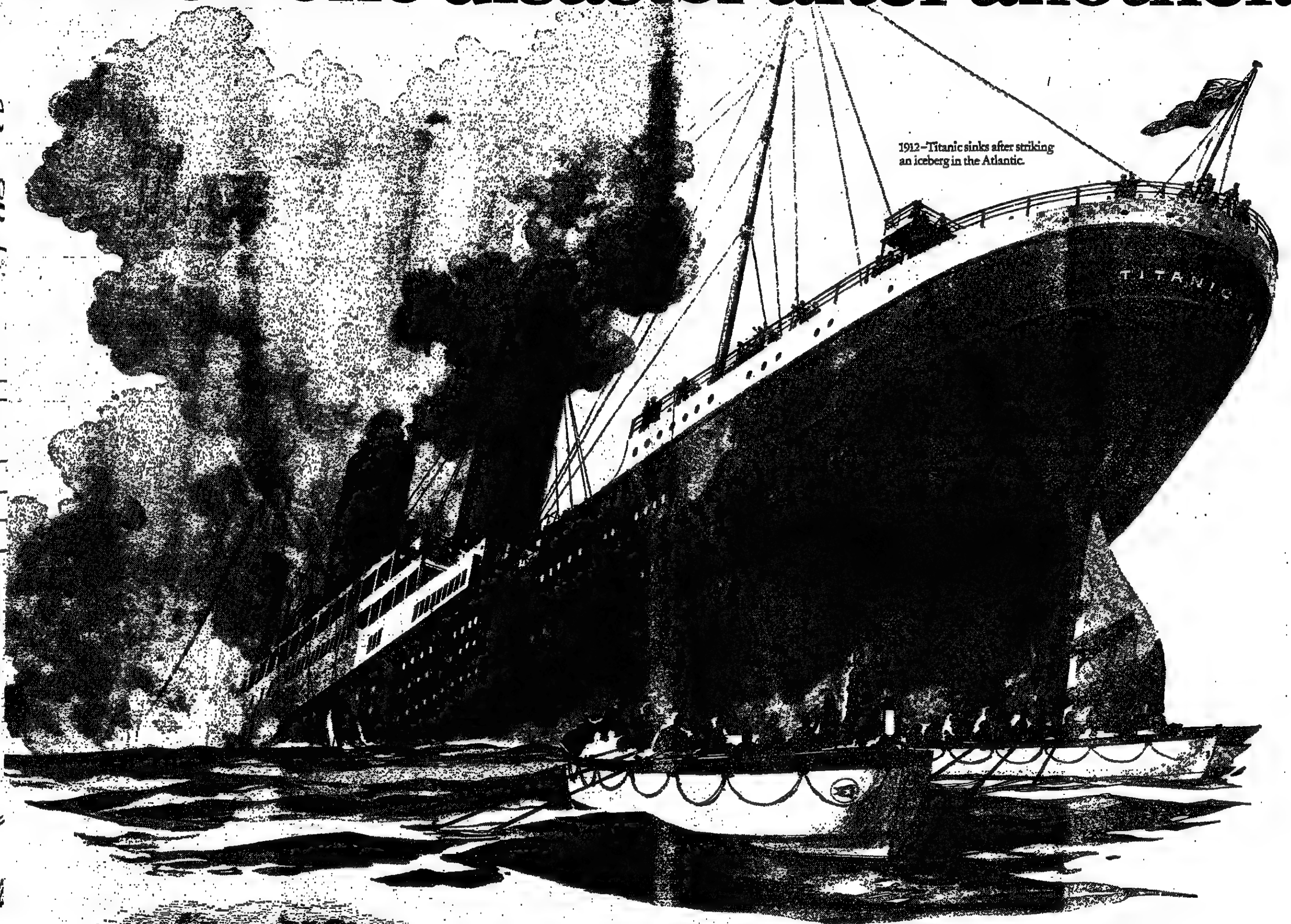


1975—Cargo ship rams Tasman Bridge, which collapses onto the ship, sinking it.

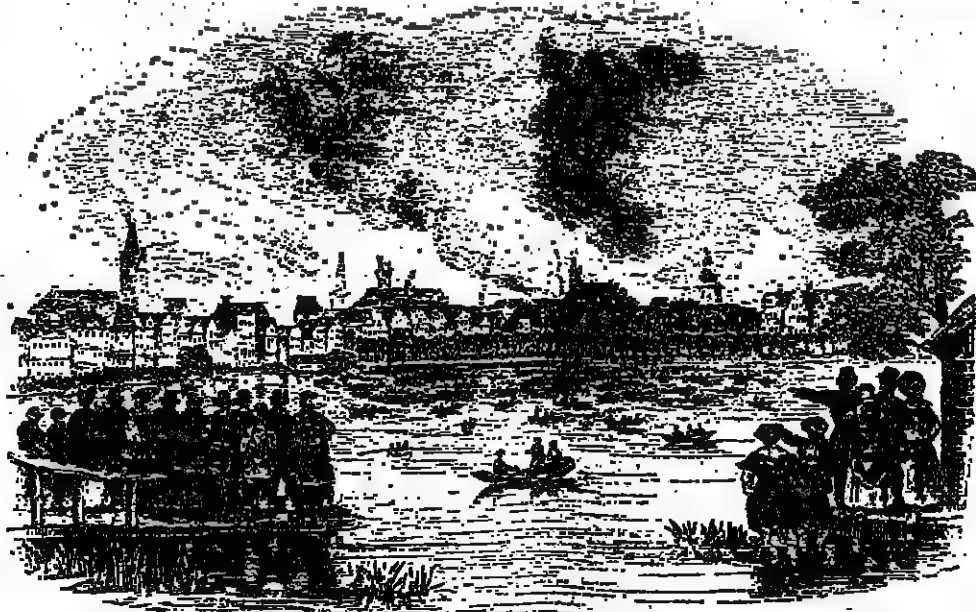


1953—Heavy rain and high tides along the East Coast cause the worst flooding in living memory.

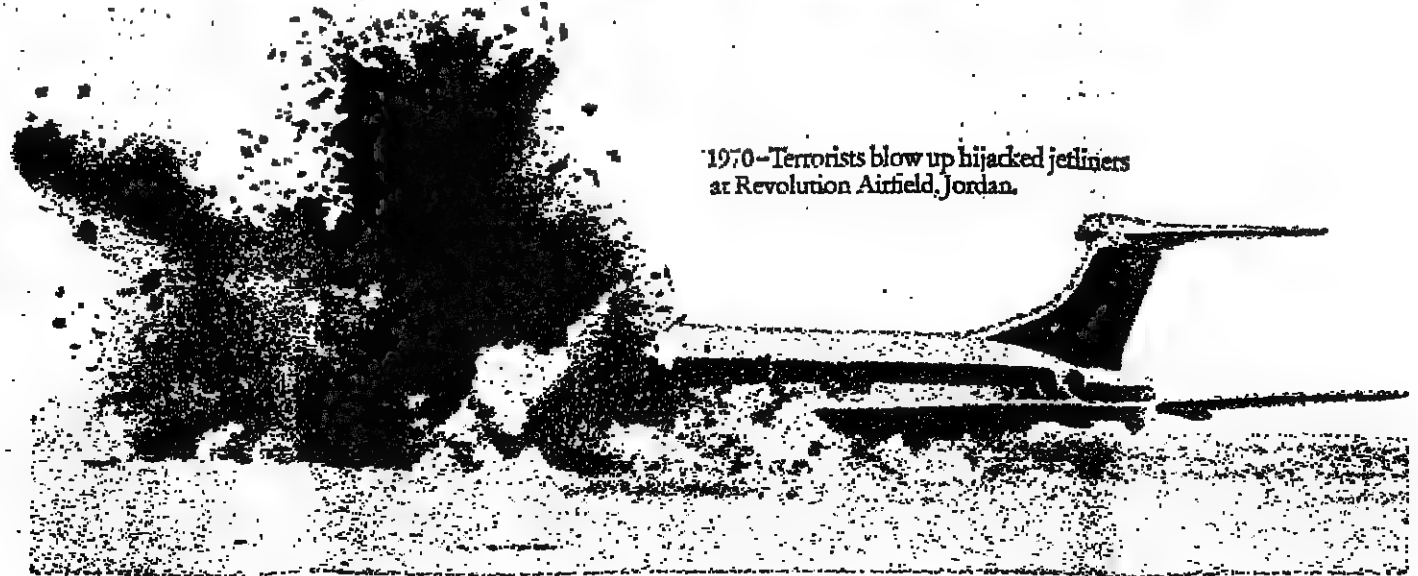
Since we started in business 's been one disaster after another.



1912—Titanic sinks after striking an iceberg in the Atlantic.



1842—Much of Hamburg destroyed following the 'Great Fire'.



1970—Terrorists blow up hijacked jetliners at Revolution Airfield, Jordan.

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ck is bound to occur from time to time.
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ved in some monumental disasters.

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SINCE Lloyd's operates a three-year account for each underwriting year, members only know for certain at present the global results of the market up to the close of the 1973 account. This was satisfactory enough, producing record profits for the third successive year. The profit was £109.6m., compared with nearly £92m. for the 1972 underwriting year. But the percentage of premium income attributable to profit dropped from 9.6 per cent. on a premium income of £957m. to 9.2 per cent. on premiums of £1.19bn.

The profit included income from interest on underwriting funds, appreciation of investments and profits on currency exchange, etc. The "pure" underwriting profit for 1973 represented 5.7 per cent. This was worse than in 1972. The marine settlement was 3.67 per cent. worse in 1973 than 1972, the non-marine deteriorated by 1.8 per cent., the aviation result by 6.73 per cent. and motor account by 0.87 per cent.

Dropping

While the record profits have attracted a record number of applications for underwriting membership, it is clear that underwriting profitability is dropping. To some extent the increase in income from interest and capital appreciation of investments during 1974 and 1975. At the same time, expenses and depreciation of investments showed a substantial reduction. Practice varies among different syndicates in allocating capital appreciation, but one arrangement is that, at the end of a year when there has been capital appreciation, this is distributed over the open years in proportion to the balances of those years.

Usually, members join both marine and non-marine syndicates, on the basis that a bad year for one market may not necessarily be a bad year for the other. Certainly, at the moment, there is a significant difference in prevailing conditions between the marine market (and to a lesser extent the aviation market) and the non-marine market.

Essentially, Lloyd's is an

international market (with more than 75 per cent. of its premium income coming from overseas). The world-wide marine insurance market is suffering from severe over-capacity. There is sufficient capacity to meet the high values involved with gas carriers, and also a high proportion of the massive values at risk in the North Sea in connection with oil production. This means that there is severe competition for lower valued risks, which has not been helped by so many tankers being laid up.

In some cases underwriters at Lloyd's have been writing marine risks at premium rates which they consider will prove uneconomic in the end. Their intention has been to maintain their interest in the fleet, and to ride out the storm, waiting for an upturn in premium rates. In many cases, however, they have felt it better to let the business go elsewhere, in the hope that it will return when their competitors withdraw from the market with "burnt fingers". Neither approach does very much for profitability.

It may not be too long before the volume of marine business placed at Lloyd's and in the rest of the London market shows an appreciable increase. Already some shipowners who chose a cheaper insurance market are beginning to find that the policies which they bought elsewhere two or three years ago are not as secure as they had hoped.

The non-marine market at Lloyd's, however, is at a different stage of the underwriting cycle. While world-wide competition for non-marine business continued during the early months of 1973, a substantial amount of business has since then come back to London—on better terms. Non-marine underwriters at Lloyd's have been experiencing no lack of business. Many non-marine underwriters at Lloyd's could write considerably more on risks which they would like to accept—both in terms of larger lines and additional risks. To turn away potentially good business is embarrassing both for the underwriters in question, and for the Lloyd's brokers who have secured the business for the London market.

Transact

The reason why underwriters are turning away this business is simply that, as part of the strict control of security, the amount of business which any individual member may transact depends on his wealth and the amount of the deposits which he has put up. The volume of business is measured in terms of premium income, and thus there is a maximum annual premium income which can be written by each syndicate—dependent on the individual maxima applying to the members of that syndicate.

Premium income (which is measured in sterling) has not risen solely as a result of new business flowing into the market. In many cases, due to poor experience in the past, premium rates have been increased. Inflation has increased both property values and limits of indemnity required under liability policies, with con-

sequent increases in premium. And of course the sharp drop in the value of sterling has effectively increased overseas premiums when converted into sterling.

To some extent, this shortage of capacity will be alleviated by an influx of new members at the beginning of next year. At the beginning of 1976, 1,008 new members started underwriting at Lloyd's. For 1977, there are 2,400 candidates for election. Currently, there are not far short of 3,500 members, of which rather more than 400 are from 25 overseas countries.

Unfortunately for the market, its capacity will not increase in direct relation to the extra number of members. Allowance must be made for deaths and resignations of existing members. Also, there is a tendency for members to start with relatively low premium income limits and, gradually, to increase their limits.

There has been no great rush on the part of British nationals to become "mini-homes" whereby one has to show less than £37,500, compared with the usual figure of £75,000. Here, while the amount of the deposit lodged at Lloyd's is the same as for a "mini-home", showing £75,000, premium income limits are 50 per cent. of those applicable to the more wealthy member.

It may be that with 240 members on this basis, others feel that with relatively low premium income limits, it is not worth taking the risk of funding possible losses (if necessary, in the full extent of

their wealth) in return what, at best, may be a paratively modest profit. On the other hand, it is argued that those with able assets of this type feel that they do not want to take the risk of, having to fund under losses, in addition to all other commitments.

While there have been discussions as to how to attract those who obviously want to join the membership, it cannot be resolved easily since security of a Lloyd's must be paramount and even the wealthy who intend to meet sub-underwriting losses, should be necessary.

One of the problems, which increasingly is "catastrophe" types of loss, is that syndicates allowed to retain profit good years to meet in bad years. At the end, three-year accounting of reinsurance premium into an "open" year, the "open" year across the future liabilities in the year with the year being closed. The profit deducting the retained premium must be paid the individual members taxable. Some tax relief is allowed in respect of funds which individuals put to a special fund subsequent under losses must be met in a reserve by funds in reserve.

John G

Marine and aviation

OVERCAPACITY is a word which has become depressingly familiar this year in any discussion of the state of world shipping and shipbuilding, but it is also most frequently used by marine and aviation underwriters to describe the state of their affairs.

For more than two years now the problem of too many underwriters chasing too few risks has bedevilled prospects for marine insurance. It has led to what is most frequently referred to as "a decline in discipline" which, at its most extreme, has been characterised by intercompany feuding and destructive competition. Rates have been savagely depressed and marine insurers as a whole have failed to achieve the general 15 per cent. increase which their spokesmen said at the beginning of the year was vital to bring income into line with costs.

Curiously, there is little appreciation of these costs outside of the insurance and shipping world. In July, Lloyd's Intelligence Services reported that 18 ships, each with a hull and machinery value of more than £500,000, had featured as major casualties during the first half of 1976. Estimates had it that for the same period, the world's insurance markets, with London in the forefront, will have settled more than £81m. on such casualty claims. London underwriters are now preparing to face the fact that 1976 will almost inevitably show bigger losses on the marine account than the 1975 record total of £122.6m.

Bottom

The headline-catching losses of this year, notably the Berge Ispra and the Olympic Bravery, will obviously be making a substantial contribution to the final bottom line figure when it comes to be written. However, if all other things had been equal, marine underwriters would have been able to have written off these losses without too much discomfort.

But what appears to be structural weaknesses in the world marine insurance market coupled with the shipping recession have narrowed the volume of premium income to the extent that the London market, still the world leader, can no longer implacably shrug off large single payments such as the £25m. for which it was liable for the Olympic Bravery.

The problem would seem to stem in part from the inability of marine underwriters to minimise the most destructive aspects of their competition. Clearly the scope for managing competition on an international level is very limited.

At the beginning of the year Mr. Ted Rainbow, then the retiring chairman of the Institute of London Underwriters, drew attention to the depressive effect on rates of the efforts of some overseas markets to take business away from London. It is claimed that a large volume of the business

being written abroad is not only uneconomic, but unnecessarily so, since it is often based on an imperfect understanding of what the London rate is.

There is still some argument about where the main burden of the gulf lies, but it is widely agreed that some brokers have been successfully placing insurance in other markets by offering it at the alleged "London rate". Very often this is the very lowest quotation obtainable in London, and not one likely to win much support.

Intermittently the London marine insurance market has struggled to hold the line against such "economies of the madhouse" and sharp practices to which an industry often becomes prone during times of trouble. In so far as it is regulated at all, marine underwriting bows the knee to the 16-man Joint Hull Committee whose understandings are voluntary but which exists to try to keep Lloyd's and the companies working in some kind of harmony.

The stresses to which the London market has been increasingly subjected were vividly illustrated by the strike which in March brought the resignations of nearly half the members of the committee. The crisis was brought to a head by the lead rate which brought back to London the fleet of Mr. Y. K. Pao which had forsaken the world's insurance capital the previous year. The rate was widely believed to be unnecessarily low and in breach of the Joint Hull Committee's attempt to hold the line. After much to-ing and fro-ing the rift in the committee was finally healed, although its deputy chairman, Mr. Henry Chester, did not return.

However, the affair did force London underwriters to examine the implications of the developing trend towards a totally beggar-my-neighbour approach. Whether this trend has been checked is still a matter of argument. Only a couple of months ago Mr. Charles Gibb, chairman of Lloyd's Underwriters Association, was drawing attention to the fact that "the massive capacity of some London insurers to provide reinsurance continues to be used to fuel the fire of irresponsible and damaging competition from overseas markets."

"In addition to merely re-insuring a competitor who has written a risk on a blatantly uneconomic basis, these insurers compound the offence by offering over-riders profit commissions, etc., all of which combine to ensure that the reassured, with his low retention, will suffer little or no loss and thus be able to continue to compete with such intensity. While these marine insurers in London continue to provide such liberal reinsurance protection there can be no end in sight of the competition that is currently forcing premiums down to such inadequate levels," wrote Mr. Gibb.

Clearly, many of the practices of which Mr. Gibb and others have complained derive from the shortage of business

brought about by the world shipping recession, and in particular by the tanker surplus. Premium income has been slashed by the enormous tonnage lay-up—more than 50m. tons at the beginning of the year and around 35m. tons now—and losses such as the Berge Ispra and the Olympic Bravery have meant that there has been no corresponding reduction in claims.

Burden

Inflation and devaluation have also taken their toll. The continually rising cost of repairs this year has been a worrying burden on the hull market while in the cargo market, recession has created such fluctuations in the value of raw materials that improvements in rates and conditions of insurance have proved impossible to achieve. Moreover, shippers have become increasingly fond of assuming larger shares of cargo risk at a time when cargo insurance is also feeling the effects of port congestion, particularly in the Middle East. Insurers have taken steps to cover themselves against the effects of mounting delays on cargoes at Gulf and Red Sea ports but once on land cargoes have become susceptible to theft and hijack.

Several of the structural problems which have been bedeviling the marine insurance market for more than two years are now pretty well established

in aviation insurance. Rates are being forced in competition within the market and from abroad some time as the past.

Wide-bodied aircraft steadily becoming a large portion of the total fleet and, thanks to their new values will approach £40m. Many of the older jets insured for values well below their replacement cost are not being replaced, which are not being insured. Happily, insurers are content with the advent of a new generation of aircraft, whose high unit value has been absorbed by the market on terms which that the aircraft is not regarded as a giant technical leap requiring a new perspective, with special rating has been which should be maintained.

While aviation is no pressed as marine insurance outlook is threatening recently summed up ominous warning by Hewitt, chairman of Aviation Underwriters' Association, who pointed out no steps are taken to falling rates or to correction of the current unprofitable underwriting practices, the market must be heading for underwriting losses next year or two.

By a Correspondent

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INSURANCE V

Motor premiums set to rise again

NG rocked by motor January 1974, but after that reases averaging 40 the index shot up to 197 at 1975, motorists may have got away to 216 by last July. Garage y this year, with labour charges had risen to 136 like 12 to 15 per by January 1974 and then on to 223 by July 1976. The indices say on the pocket, for new and used cars over the same period had risen to 208 and 174 respectively.

the 1975 premium were exceptional; extent they were ground lost to industry could see its profits—as the table shows there underwriting loss of 75—and as it takes months for a rate through to the profit/loss insurance company to make and prepare spiralling inflation.

ck, we see that in companies were antial losses. The imple enough; in- tes were being cause of the mpetition artid- g down the pre- now blame this the collapsed General group, something like an motor market and ental in holding mns. Events have ie V and G concept wrong.

alms were in fact FEW SECTORS in Britain have suggest that the fashion is done as well in recent years as reviving. Another reason for the life assurance industry. If the poor sales of single G went to the wall is fair to say that during the financial crunch of 1973-74 life companies suffered unpre- cedented falls in the asset values of their portfolios. But their premium incomes carried on rising, and in this respect they have been more fortunate than most other sectors of the economy.

was hitting the through increased are parts, garage e awards made in injury. An index t factors produced shows that taking 0 at January 1973 premium unit-linked contracts are part prices had during the crunch years and modest at 123 by there is now some evidence to

So events look to be repeat- ing the 1974-75 pattern, when the companies pushed premiums much higher. Another point to consider this time (which was missing then) is the devaluation of sterling. This is definitely hitting spare to the National parts for imported models, and next year's rate increases could be a harder blow to owners of imported vehicles.

In the U.S. the picture is a little more hopeful. There has been a considerable increase in premiums, despite the election year, and there is a good possi- bility of the industry moving into underwriting profit next year. The Automobile Premium Index shown by Rowe and Pitman at a base of 100 in the first quarter of 1974 started 1975 still at 100, started 1976 at 128, but the brokers estimate

MOTOR UNDERWRITING RESULTS				
	U.K.	U.S.	Rest of World	TOTAL
1969	-15.4	-14.5	-9.8	-29.7
1970	-31.3	-9.7	-10.5	-51.5
1971	-25.5	6.4	-10.7	-29.8
1972	-3.0	9.5	-18.4	-11.9
1973	12.7	-2.0	-29.8	-19.1
1974	1.8	-11.3	-41.6	-51.1
1975	-4.6	-74.7	-70.5	-149.8

* Minus indicates loss.

Source: British Insurance Association.

could end this final quarter with a sharp rise to 145. Out- side the U.S. the hope is for a gradual improvement after last year's £703m. loss.

Back in the U.K. it looks as if the legislation to be introduced next year to recover the cost of treating road accidents will be in the form of a flat levy. It is estimated in 1975 the cost was some £40m.; insurers con- tributed just £14m. Outside estimates are putting the flat charge at something like £3 a vehicle, and perhaps £4 if the Department of Health and Social Security is hoping to recoup half of the £55m. cost reckoned to be coming up this year, rather than the £40m. of 1975.

It is all bad news for the motorist. So what can he do to

keep down insurance costs? Some have traded down from a fully comprehensive policy into third party (possibly with fire and theft) plus a separate legal costs policy. In proportion surprisingly few have taken this route.

A few pointers suggested by General Accident may provide some help. First restrict driving to yourself plus spouse; this could save 10 per cent. Take an excess of, say, £50 on accident claims; this could save as much as 15 per cent. Obviously try and hold on to the no claims bonus, and make sure you are not liable to some special reduction such as a reduced rate for drivers over 60.

Terry Garrett

Life assurance doing well

As this sector has developed, more investment choices have been packaged for the public. So what at first started off as an attractive way to invest in equities with favourable tax treatment has now mushroomed into a sector that can provide suitable investment opportuni- ties in property, gilts, agricul- tural land, money bonds and an endless variety of mixtures between these different invest- ment avenues. One of the most popular brands is the so-called Managed Bond, a three-way investment in equities, property, and gilts.

These figures are for total new business written and include the important business written overseas. This has shown a steady increase in new yearly premiums received, which have increased by more than threefold since 1971 to £144m. This is the main portion of overseas business written, for the amount of single premiums received is much smaller. Over the past three years the latter has remained stable at around £32m.

The past five years have been noted for the rapid growth in the unit-linked sector, which was interrupted by the 1974-75 downturn and is now beginning to reassert itself; and for the reduction, for the first time in many years, in terminal bonuses declared by many conventional life offices. These experiences highlight the essential dif- ferences of these two types of life assurance, for while unit- linked assurance suffered from a failure of confidence by the public as asset values were visibly eroded when stock markets and property markets crashed, the closed portfolios of the conventional offices were less exposed so that their suffer- ings only became tangible when they began to drop the rate of terminal bonuses.

Impact

These experiences had a more severe impact on sales of unit- linked contracts. Their com- bined annual premiums were £29m. in 1972, £38m. in 1973, £46m. in 1974 and £45m. in 1975. Yet the revival of confidence in the financial sector has had a visible effect on their recent sales which have risen by nearly half in the first six months of this year. First half sales of £48.3m. were more than for the whole of the previous year.

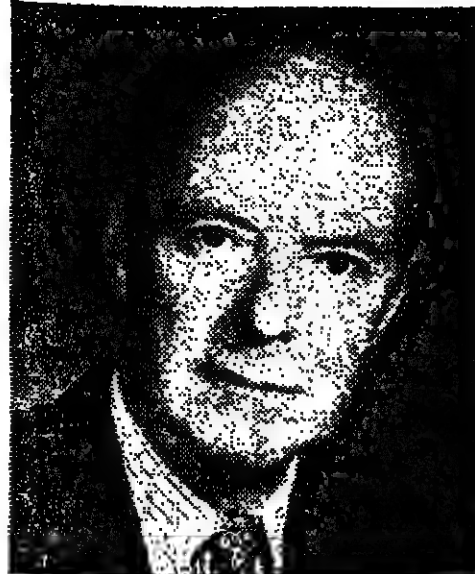
The impact has been even greater in single premiums, which has been the main success of unit-linked assurance. After rising nearly three-fold in one year to £296m. in 1972, they peaked at £346m. in 1973 and then fell sharply to £24m. last year. Yet in the first six months of the current year they are just over £100m.

By their very nature it is expected that sales of unit- linked assurance will vary with general investment sentiment, just as unit trust sales have varied with the general stock exchange indices. Sellers of this type of assurance have always stressed the investment merits rather than the protection afforded, for in most cases the death cover is minimal.

Of course, in bad times the bonus rates are rather lower and it is only this year that some companies have started raising them again after lowering their rates for the past year or two. Until inflation got out of con- trol some years ago, most life companies have managed to just outstrip the inflation rate in their declared bonuses.

Roy Levine

Last year, General Accident's investment in British industry and commerce reached £320 million. That's the measure of our confidence.



"We have been ready to play our role in providing funds to both Finance for Industry and the much discussed equity investment vehicle, though investment through these additional channels will account for

a very small proportion of the total moneys invested in the ordinary way through the capital markets.

Last year, our total investment in British industry and commerce reached £320m, and we will continue to invest in industry so long as we have sufficient confidence.

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Mr. L.H. Stuart Black, Chairman.

Extract from the Chairman's Statement to shareholders presented at the Annual General Meeting on Wednesday 26th May, 1976 in Perth.

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Consumer safeguards

CE HAS always been fast in theory, on the of utmost good faith, also been sold on the of caveat emptor—let beware. If an indi- k out a policy which the Department of Trade under the Insurance Companies Act 1974 should ensure that no insurance company will become insolvent in the future.

Vital though this action is to building a hospital at the bottom of a cliff while ignoring the erection of a fence at the top. It is still possible for the consumer to lose money with the most financially secure of insurance companies, simply because he bought the wrong policy, or failed to read the small print or cashed in at an inopportune time. And here the consumer is left very much on his own, usually through ignorance.

Check

Buying insurance—both general and life—is not the straightforward business portrayed by the TV advertisements. The consumer first of all has to decide what insurance he needs at what level of cover and with which insurance company. Then he should check that the policy he gets meets his requirements, in particular what is not covered by the policy. Very few laymen can do this without expert help, and all would be well advised to seek such advice either from full-time agents or staff of an insurance company or from an insurance broker.

Insurance is not like many products that can be tested for suitability with a few weeks' trial. In general insurance, the acid test comes when a claim

arises which may occur many years after the original insurance has been taken out. There is no money back option on any insurance contract and even if there were it may be quite inadequate to meet the bill that the insurance should have covered.

What the consumer requires from insurance companies in the first place is to know exactly what cover is provided by a particular insurance contract and perhaps more important what is not provided. The policy document itself is a legal document using legal language, so most likely a further document, in straightforward terms, would be needed. The insurance companies will no doubt complain that costs are high enough as it is. Nevertheless, the consumer has a right to know precisely what he is buying without the services of an interpreter. If it results in companies producing much simpler contracts with fewer exclusions so much the better.

Secondly, there should be an automatic cooling off period, say 14 days, during which the consumer could cancel the contract and get his money back if he changed his mind. This period is much more necessary with life insurance than with non-life. Contracts under the latter are for one year so if the consumer has the wrong type he can change at the end of that year. With life contracts however the policy has to run the full term to get the benefit. If the consumer cashes in early, he will suffer a penalty, especially in the early part. For instance if he takes out a whole life contract without profits, he will not receive a penny

if he surrenders in the first or often the second year.

The Scott Committee in its report three years ago on linked life business recommended such a cooling off period. But it is just as essential for traditional life as for linked business. The Government is still considering this recommendation and some linked life companies have already implemented the system. But if it should be universally applied, it could certainly save companies a lot of trouble in the future when dissatisfied consumers come back to the life company at a later date.

There is a growing move towards monitoring the advertisements of insurance companies—especially those relating to life policies where the advertisement is orientated towards savings and investment returns. What needs to be controlled is the claims tending to imply high returns for very little outlay. This area needs urgent action, but the companies can make life more helpful for the consumer by having a voluntary system of control on advertisement.

Monitoring

Finally, what system exists for consumers to make complaints against the insurance industry? The consumer may well consider that ranks will close the moment he tries to protest against the way he is treated. But recently the British Insurance Association has produced a leaflet explaining to consumers how it can help in three main areas, inquiries, information and in dealing with complaints. The BIA recommends con-

sumers to make their complaint direct to the insurance company. But if this cannot be resolved directly then it is prepared to deal with it if the consumer contacts it with the problem. The BIA in handling such complaints deals with the top executive of the company concerned and follows it through so that the consumer cannot be fobbed off by delay or by being ignored. The BIA point out that it has no power of arbitration or final influence over the insurance company—one of its defects appears to be that its role is purely that of a trade association. But it can often sort out misunderstandings and advise the consumer on further action.

Life queries are handled by the Life Offices Association but they operate on a similar system to the BIA. However the emphasis is rather different. Life queries tend to concentrate on the amount being paid on surrender and the only thing the LOA can do is explain the basis of calculating surrender values. General insurance queries handled by the BIA are more concerned with dealing with claims and here the BIA can do a very useful task in sorting out the problems. Both bodies have contacts with Citizens Advice Bureaux, the Office of Fair Trading and the Department of Trade.

Complaints against insurance brokers are handled by the appropriate broking organisations—there are four. But there is a close liaison between the associations so that a complaint will reach the proper association to handle it.

Eric Short

Knotty problems within EEC

W almost a standard in EEC procedures onation measures time in the making in the field of insurance. Indeed since April at the various directives which were force, in the pipeline planning stage, the ing feature is that new has happened some draft directives longer to see the y than was thought at time.

to the layman, a the steps being taken use insurance rules es seem to be very d; and the main im- that the member re trying to agree on hat seem most likely in deadlock and to knottiest questions. This is not really however, for each shes to protect its ance industry and wide divergences ferent systems. particularly the case British system com- say, those of France ny, where insurance rationally less n it is here. It con- the question of on (whether com- y be permitted to id the requirements

tion on solvency is l by the fact that the Ireland stand apart or all of other mem- tries in certain ich as no obligation e surrender values, over the choice of s and no statutory valuing assets and The crux of the is that in the U.K. cy margin which is adequate takes of such technical mortality rates, ex- is, etc. (not to men- urance) while the EEC countries like ency in the form of margin proportionate rying reserves, held rm of uncommitted and above a statu- um valuation basis. specific non-life which are currently the one which has most progress is the abishment directive, ll about the right of ce company to estab- es in another EEC id to transact busi- er member countries ing established. of these questions within the 1973 direc- laid down that com-

panies no longer had to put up cash deposits in other EEC countries to guarantee their liabilities, but could provide financial guarantees from the parent company. All well and good, but the directive became effective in February this year and so far the Netherlands and Italy have dragged their heels on passing the necessary imple- mentation legislation—much to the annoyance of the Commis- sion, which is contemplating taking them to task on the matter.

Other non-life directives in the pipeline include those relating to "intermediaries," "non-life services" and "co-insurance." The first is just going to the final committee stage of the Council and is basically about cross-frontier freedom of estab- lishment and services, the principle being that where there are no set qualifications the intermediary has to demonstrate expertise. This should be in force by the end of this year.

The second—non-life services—is currently having a tougher time getting through the Euro- pean Parliament and the conflict between the member countries centres on whether the insur- ance risk should be controlled in the head office of the country of origin (the British viewpoint) rather than in the country where the risk exists (the Continental viewpoint). In practice real freedom to go outside their own market will only be possible for marine and larger industrial risks.

The directive is thought unlikely to get to the Council of Ministers before January and looks like very much a first step. On the other hand, the co- insurance directive (about partnership arrangements) is about to go back for a Council of Ministers working party and hopes are that it will be ratified in the first quarter of next year.

There are also a couple of directives still in the process of being drafted. One concerns the winding-up of insurance com- pany and the other relates to what one U.K. expert on EEC insurance matters describes as "certain so-called essential pro- visions relating to the insur- ance policy." What this amounts to is a directive laying down certain common minimum standard rules for insurance contracts. Neither of these drafts appears to be very advanced at the moment.

Where life insurance is concerned, the position is more complicated and less progress has been made. The draft "life co-ordination directive" has been doing the rounds for years and is currently in the Council of Ministers' working party. People hope that the directive will emerge from the Council

"some time next year" but this is now a fairly well-worn phrase, having been repeated year after year.

The two main areas of contention are of course composites and solvency margins. Britain wants the same company to be able to write both life and non-life business because of the big composites which exist in the U.K. But while the Italians and the Belgians agree, the Germans and the French disagree—mainly because they have no composites. Essentially the conflict is probably not over the question of security of the policyholder (the U.K.'s argument that segregation of assets means that the policyholder is protected seems fair enough) but the fact that whoever climbs down will have to change drastically their systems unless forms of words can be found to get round the problem.

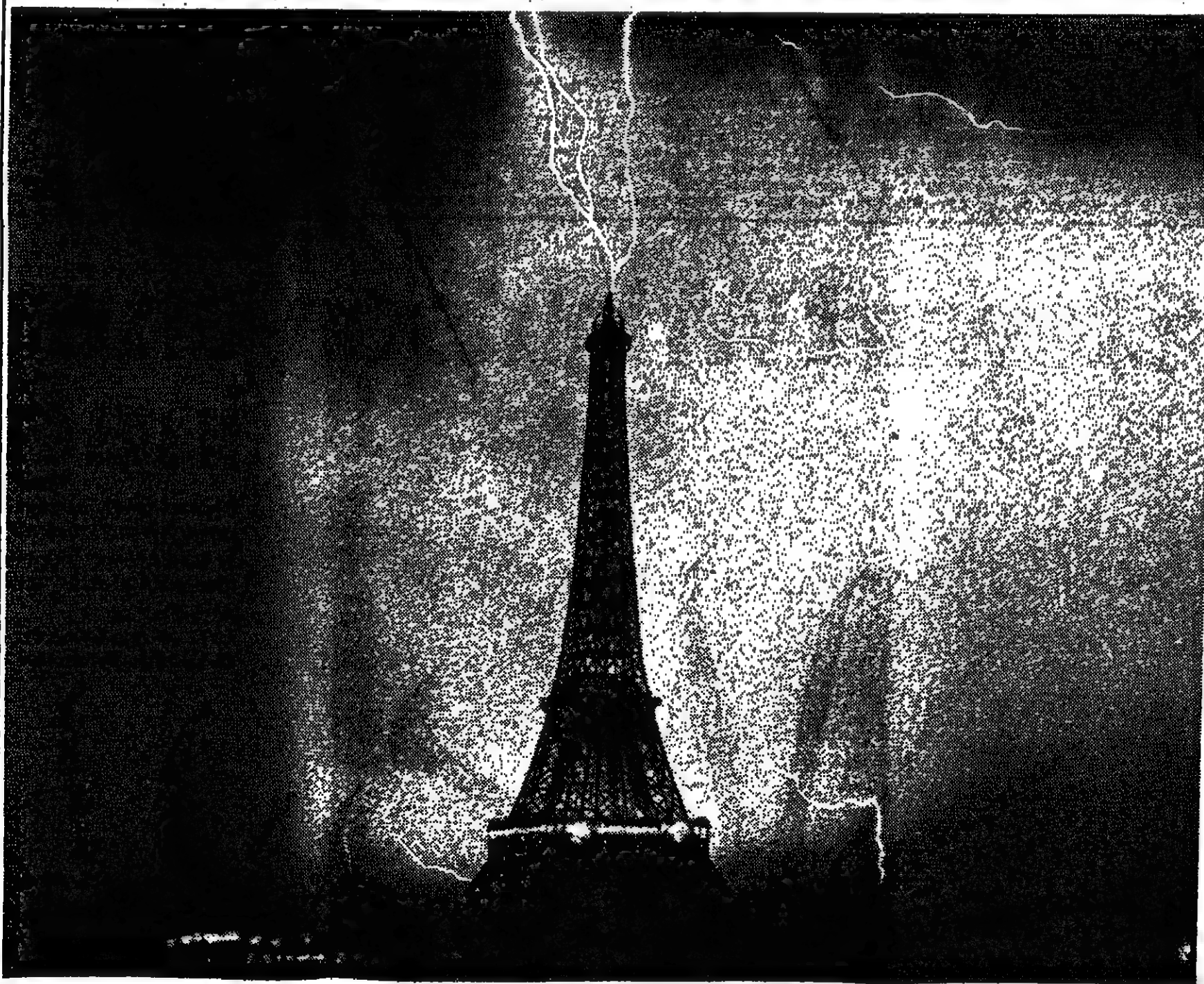
Debate

Much the same state of affairs applies to the arguments over solvency margins which has been under lively debate in the Council. Starting from the premise that the U.K. system of reserving is quite different from most of European countries in that we set up reserves net of reinsurance ceded, it is a matter of deciding what should a solvency margin consist of—and this is still under discussion.

Clearly there is a sound basis for the British system in that if you assume a lower yield on your investments than you are actually getting (by using conservative mortality methods) then you are building in solvency margins and building up fat in your valuation basis. The Continental method of a prescribed valuation basis plus a prescribed solvency margin also has advantages in that companies are even less liable to go wrong. The main problem is still to get a correct form of words into a directive which allow both methods to co-exist.

Even if all this sounds a far cry from the ideal of cross-frontier marketing of insurance policies in a unified system, the steps which are being taken are of necessity slow and the progress which has been made so far has been important. Certainly not even the most vehement supporter of the EEC would submit that this has been an exciting year in insurance terms and there are signs of impatience with countries which seem to be protecting their own interests too energetically. But on the whole it seems better to mark time and reach agreements slowly than lose out in profitless confrontations.

Christopher Hill



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Brokers' dominant role

INSURANCE can be effected in two main ways. In one, the client, whether corporate or individual, can approach the insurance company direct through one of its representatives to discuss his needs and place his insurance with that company. In the other, he can use the services of an independent intermediary—the insurance broker—who will advise and discuss the insurance needs and place the consequent insurance where he thinks best.

The broker's role has played a dominant part in the development of the U.K. insurance industry and in making London a world insurance centre. Indeed, business can only be placed at Lloyd's by approved insurance brokers.

Technological progress in many fields has meant that the risks to be covered have become larger in size, more complex to assess and more difficult to place. As the emerging countries become more industrialised, the role played by the broker in the U.K. insurance industry is certain to be even more dominant. This is the era of the big risk—an oil rig will now be insured for \$400m. and cover for the Dubai harbour construction contract amounted to \$100m.

The services of a broker in dealing with all aspects of this insurance right from the start are essential. Brokers are now responsible for producing £1.5bn. of overseas premium income each year and their direct contribution to insurable earnings in 1975 was £104m. in addition to their part in the earnings of Lloyd's and the companies.

But despite the recent efforts of the insurance broking organisations to publicise their efforts in this field, the insurance broker is still to many individuals the man with premises in the High Street who arranges his motor insurance and life assurance. The public have trouble distinguishing between the full-time intermediary offering a wide service and the part-time agent dealing with at most a handful of insurance companies. The dividing line is very blurred, since both call themselves insurance

brokers. There is no control or supervision in the industry. Anyone can trade as an insurance broker and there are four different broking associations.

Many brokers have for some time been dissatisfied with this lack of control but did nothing until the Government took the initiative and requested the four broking organisations to submit recommendations for self-regulation. This galvanised the brokers to get together and take action. Their scheme of control of the insurance broking sector with a minimum of Government intervention was submitted to the Government in August, and details released to the public at the beginning of the month.

Council

The consultative document was drawn up by the British Insurance Brokers Council—whose members are drawn from the four major broking organisations, the Corporation of Insurance Brokers, the Association of Insurance Brokers and Lloyd's Insurance Brokers Association. Such a formation in itself represented a major step forward in a profession that had previously been fragmented even regarding professional representation.

The first interesting item in this submission was to define exactly what insurance broking is and who could be considered an insurance broker. This was part of the initial directive from the Secretary of State for Trade who had expressed his concern over the lack of any clear distinction between brokers and other insurance intermediaries. The public would certainly like to know the difference.

The BIBC had a ready made definition from the EEC directive on insurance intermediaries. Stripped of its legal jargon, it purports that an insurance broker is an intermediary who acts completely independently, both as regards giving advice and in the placing of business. This would put out of court all those part-time agents trading under the name—a move which many "true" brokers have been advocating for a long time.

The Council document then goes on to recommend that all persons or firms using the title insurance broker be registered with a special committee set up by the Council. To be granted recognition a broker would have to have achieved certain educational standards and fulfil certain experience conditions. The recommended standard is the Associateship of the Chartered Insurance Institute and three years' experience or else five years' experience for those who have not passed the CII examinations.

No one can object to this standard, which is adequate but not onerous. Intermediaries need to have a good working knowledge of insurance, but they do not need to be hofms. But since the CII examinations are not orientated towards selling, the BIBC at some future date might, if this scheme is accepted by the Government, consider introducing its own examinations.

Next the BIBC lays down minimum financial and solvency requirements for brokers and will insist that annual accounts are submitted duly audited. Again no one can possibly quarrel with this condition. It is only common sense that a business is run with adequate financial resources. Yet many budding brokers start off on virtually a shoe-string.

Then brokers will have to take out adequate errors and omissions liability insurance equal to three times the annual premium turnover, with a minimum of £250,000. This is essential if the client is to be fully protected from any mistake of the broker. After all, brokers are only human and mistakes occur even in the best-run organisations. Finally there will be established a guarantee fund financed by a levy on all brokers out of which all individuals would be compensated for the financial failure or fraud of a broker.

But most complaints against intermediaries concern being given the wrong advice, being sold the wrong policy with the wrong company. The function of a broker is, as Mr. David V. Palmer, deputy chairman of Willis Faber and Dumas, told

the Financial Times World Insurance conference, to give his client adequate protection, not to sell him unnecessary insurance. How many individuals are sold the wrong type of life policy?

The BIBC to its credit does not attempt to lay down a set of rules by which brokers would transact their business. Such a document would be worse than a trade union rule book. Instead it lays down a simple straightforward code of conduct which brokers have to agree to follow. And it backs this up by recommending the establishment of a complaints and discipline committee. This would hear complaints against brokers

from clients and would take the appropriate action, including withdrawal of registration, if the complaint was found justified.

This is probably the most effective way of having insurance-broking conducted on a basis that will provide a good service to the public without hindering the freedom of operation in a very competitive world market. The BIBC emphasised that it had taken as its model the conditions for membership of Lloyd's brokers which seem to have achieved the correct balance between control and unlicensed freedom.

The BIBC has asked the Government for legislation so that

no one can trade as an insurance broker unless he is registered. This would not put anyone out of business who was not prepared to register, but he would have to use a different name. In life insurance many have gone out of the way not to be called insurance broker—financial planner was the occupation description. The rest would be up to the public to understand that insurance broker was something extra. The industry hope that the Government will accept their proposals. They don't want the dead hand of Government regulations on them.

Eric Short

Involvement in Third World

THE ACCELERATION of foreign exchange. But whatever the motive the end result is that U.K. underwriters have been gradually eased out of what has long been traditional areas of operation.

Change The major composites with wide overseas connections have been the first to feel the wind of change, and that goes for the life companies too. The reinsurers have also had their problems, although in their case the two-way flow of business has brought some benefits. The amount of actual business that a newly developed insurance company can undertake is often limited, and as a result recourse to reinsurance is a top priority—especially for higher risks where the London market is one of the

few international insurance centres capable of absorbing specialised business. Mercantile and General Reinsurance Company is especially busy overseas, and it cites Africa as an area that would make an excellent case study for any one wishing to analyse the growth of nationalism and its effect on insurance.

The M and G is the biggest reinsurance company in the U.K.; its counterpart in Africa are mostly nationalised companies, notably in Malawi, Zambia and Tanzania. Ghana is currently in the process of setting up its own reinsurance industry, but Kenya still runs a mixed system—part nationalised and part free enterprise insurance.

M and G stresses that the growing industrial sophistication, middle-class—creating the insurance and placing the business

policy to extend services into promising new fields. The chairman, underlined the amount of time and effort that the company was spending on seeking new opportunities in the Far and Middle East.

Like-wise, C. E. Heath drew special attention recently to overseas outlets. Heath too has high hopes of the Middle East having recently acquired a 25 per cent. stake in an insurance group based on Abu Dhabi. Heath's aggressive approach to new business was reflected in its interim profits which, helped by the weakness of sterling, more than doubled before tax in the six months to September.

But by and large the insurance brokers act simply as

notices are growing fast—The technical problems shed with insurance as a way its development is in developing countries. The problem that world bodies begin to look at caution couple of years ago the Nations Conference on and Development (UN) produced a secretariat at insurance in the dev world. One of its more ing chapters dealt with city as a substitute for ing direct insurance ope to other countries.

M and G also has extensive links with the Far East— it helped set up the Nepolese insurance company at the end of the 1960s—where the major markets centre on Indonesia, India and Taiwan. Most of the Indonesian insurance industry is nationalised, and where there are foreign incursions the authorities demand that they be accompanied by large cash deposits. For example, a general, non-life insurance company wishing to operate in Indonesia would need to put down an initial \$250m.

But the part of the U.K. insurance industry that has had the most contact with the developing world is probably the insurance broker. By its very nature much of the insurance business to emerge from the less developed nations finds its way on to the London market, which is big and specialised enough to accept the sort of risks over and above normal commercial development (oil tankers, airlines and so forth). The brokers have consistently used their expertise to advise and set up local industries—not for philanthropic purposes—but to increase their own business and set up two-way flows of trade.

Reciprocity with insurers is the ideal and where overseas markets closed to foreign investment the only solution. But U makes it clear that classes of business by a of reinsurance treaty a able for reciprocal exchange.

The study points out t portional treaties, in pa quota share and first treaties in ordinary marine insurance; are g the most suitable for reciprocity; especially such treaties are balan not subject to anything than modest yearly fluct in most other kinds of namely those of an unit nature or of too vari income or too small a compared with the exte risk borne, the reinsu not be expected to off rocity in exchange business ended.

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Jeffrey

Stewart Wrightson—an expanding Group in a growth business

Stewart Wrightson has offices in 27 countries and does business with many more.

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دليل في الت

Miles Merritt reports that the will and the cash are now lacking to help Ulster.

Britain's poor relation

M and the political of £900m., according to Northern Ireland Office working estimates, for the subvention of tax receipts, and probably another £100m. for the additional cost of keeping the Army in an active counter-subversive role rather than as a Nato garrison force.

As Ulster's economic and political shortcomings are unlikely to improve in the foreseeable future, British governments must look forward to a steady mounting yearly bill from Northern Ireland, unless the ground rules can be changed. Minds have been concentrated by a document called the Quigley Report. Currently much discussed in Northern Ireland and the Republic as a lucid analysis and rescue plan, it is in fact focusing Whitehall's attention on the Province's endless demands and their long-term implications.

Benefit cuts?

Its aim is the maintenance of the standard of living, at a price of about £1bn. over the next five years. Far from wheeling more cash out of the Exchequer, the report is leading some Civil Servants toward a re-examination of the premise that Ulster is automatically entitled to parity—meaning the same welfare state benefits as the rest of the U.K.

There even is the doubt, delicately hinted at in the Quigley Report, that "parity" may not necessarily be in the Province's own interests. Reduced social welfare spending would release more money for industrial subsidies, reversing the present trend by which the share of industry and commerce in Government spending in the Province will have shrunk to about 13 per cent by 1979.

The report, named after its chief author, head of the Ulster Commerce Department, stresses that it is "unthinkable" that the Province's economy could be allowed to drift steadily downwards. The new Ulster Secretary, Mr. Roy Mason, recently echoed that view in the House of Commons, but the reality is that in Westminster and Whitehall Ulster's difficulties no longer attract much sympathy. There is a growing awareness that not only is the Province endlessly troublesome but also limitlessly expensive. Before 1969, Northern Ireland enjoyed a thriving industrial growth—in fact its growth rate was 50 per cent higher than Britain's—and more or less paid its own way. To British eyes, its snowballing economic decline since then is Ulster's own fault and should be its own responsibility.

With an active workforce that is only 36 per cent of the 19m. population, as against 43 per cent in Britain, per capita output is 75 per cent of that on the mainland. Public spending per head now runs at £750, while in Britain it is £625. Social security costs are rising fast; they now absorb 23.3 per cent of Ulster's public budget and by 1979 will have risen to at least 25.5 per cent.

Industrial closures, and the generally lower wages that create a "poverty trap", encouraging voluntary unemployment, have almost doubled unemployment in 18 months. Today rather more than one man in ten stands in a dole queue. Most informal projections estimate that this winter's seasonal downturn will push unemployment to 15 per cent, at least, getting on for three times the national average.

Northern Ireland conforms to few national norms. To match British standards of industrial activity by 1980, 138,000 jobs would need to be created. For

purposes of comparison, the total of jobs created since the last war has been 72,000, and £180m. since 1969, about half the figure which the much more tourist-oriented Republic says Southern Ireland has lost.

The phenomenon is familiar enough. Industrial decline throws a greater burden on public expenditure while simultaneously cutting the tax yield from industry. The economic slump since 1973 has accelerated the problem. The British subvention to the Province has risen from £313m. in 1973-74 to £600m. this year, and will rise by another 50 per cent in the next.

Jobs shrinking

The rate of industrial shrinkage is alarming. If some assessments are accurate then Ulster's production costs have during the past five years risen 20 per cent, faster than selling prices, and the slide may be irreversible. So far this year about 75 companies or factories have shut their doors, taking about £100m. out of the Provincial economy in wages, subcontracts and taxes, and, of course, adding almost that amount in fresh demands on public spending, chiefly unemployment benefit.

In the spring of this year, the point at which the then Northern Ireland Secretary, Mr. Merlyn Rees, commissioned the Quigley Report as a "strategic" plan to "save Ulster", the vital engineering production index stood at 112. Since then it has sunk to 100, its original 1963 base. The all-industries index, too, has drifted steadily down during the past six months.

The Provisional IRA's "economic warfare" tactics of hit-and-run bombings, deserve some of the blame. According to figures just released by Ulster's Minister of State, Mr. Don Connaughton, terrorism has cost 13,000 jobs since 1969.

with 16 industrial complexes destroyed beyond repair. The loss of tourist revenue is put at £180m. since 1969, about half the figure which the much more tourist-oriented Republic says Southern Ireland has lost.

It is another question whether Mr. Connaughton is wise to strengthen the "Provos" resolve with these admissions, even to the cause of the Government's well-intentioned "Seven Years of Violence is Enough—O.K." publicity campaign in Ulster. But the chief factor has been the loss of confidence among the non-Ulster industrial investors who still own 78 per cent of the Province's major companies. U.S. investors alone were responsible for a third of post-war projects, and while they still control 18 per cent of companies employing 250-plus, their new investment has reduced gradually to a trickle, and then to nothing. The same is true of British investment. Half of Northern Ireland's sizeable factories are controlled from boardrooms on the mainland apparently resigned to the prospect that their Ulster operations will slowly run down.

The message of the Quigley document is partly that action should be taken to restore business confidence. The other main point is more immediate, and concerns the need to save 25,000 jobs that are sure to disappear by 1980, arguing that subsidies now are less expensive than job re-creation in the next decade. Quigley implicitly shares the much-repeated CBI view that it is idle to await a political settlement before embarking on industrial restructuring, and that therefore new life must be breathed into the economy of the Province without reference to the political situation. The argument is that foreign investors will react positively to an industrial climate which is beginning to

pick up, whatever the system of government.

In his two months as Secretary of State, Mr. Mason has laid heavy emphasis on his determination to improve the economy. His decision to do so was originally prompted by the need to demonstrate that, as former Defence Minister, he was not coming into the Ulster job as an Army chief. It was also a way of making it clear that he did not plan any immediate scheme to restart discussions about devolved government.

Against the advice of his senior advisers in the Northern Ireland Office, Mr. Mason chose to publish the full text of the Quigley Report. Although it had been handed over to the Government on schedule in early July, its fate was still being anxiously discussed by the civil servants because it was too brutally frank and therefore potentially embarrassing to the Government, and especially, as many of its proposals were too expensive to be implemented.

To-day's Events

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EEC Agriculture Ministers begin two-day meeting, Brussels.
Sr. Carlos Andrés Pérez, President of Venezuela, on official visit.
European Programme Group begins two-day meeting in effort to establish general guidelines for arms co-operation, Rome.
Duke of Edinburgh attends Air League lunch, Mansion House.
Cambridge by-election nominations close.
Newspaper Society technical conference and exhibition opens, Metropole Centre, Brighton.

COMPANY RESULTS

Commercial Union Assurance (third quarter).

COMPANY MEETINGS

See Week's Financial Diary on Page 8.

MUSIC

Mr. Edward Heath MP conducts London Symphony Orchestra in programme of Wagner (Siegfried Idyll), Schubert (Symphony No. 5 in B flat) and Mozart (Piano Concerto No. 24 in C minor, soloist, Clifford Curzon, and Exultate, Jubilate, sung by Annaliese Rothenberger, soprano), Grosvenor House, W.1, 7.30 p.m.

Letters to the Editor

Controlling the money

Chief Accountant, Chemical Industries, is very tempting to approach advocated Stenham in his letter of 17. After the long "is it a need to move" in acceptable accountancy and a consensus has developed on the Sandilands adjustment and depreciation and on specific indices, there is a danger, however, if a standard emerges on these two adjustments, that the step of moving from generally agreed to a system of inflation to a comprehensive index will be agreed to, and devoted to the long been enormous and be a very real chance whole matter will go "poll" once a standard is reached.

For many who believe in the use of monetary methods of dealing with inflation, the "Sandilands" adjustments alone can mislead inflation adding profits, particularly in the case of retailers, and mislead attributing to the particularly for business sources of non-inflation. The latter should be the danger that accounting standard is incentive for further effort could vanish if left indefinitely, and for some unsatisfactory, inflationary system.

Remedial House, S.W.1.

Linking new money

J. Sheldon may have taken many throughout history, and has in the end been normally by government outlived its usefulness. For instance, bank replaced gold when assistant debasement in century led to its (You could not melt bank balance.) Government money supplies bank balances when the e abused or proved in because of a shortage. Now it is time linked money to replace uncontrolled money because everyone has in the latter, linked money can be as money truly represents a right to instant quantity of basic services produced by it. It is perhaps a need form of money linked to any specific gold whose value in other goods and services dramatically change comparative rate of n. always maintained that, king, far from being step in an economy's progress, is a dramatic, not money which will discipline on governments, as just as the introduction

tion of other forms of good money has done in the past. Obviously, it would be more convenient and more immediately moved, and it is exactly because moving it will no longer benefit those who control the money that any movement will probably prove to be minimal.

The whole outlook by individuals and companies, on saving and investment would dramatically change if three items were indexed: (i) gilt-edged securities; (ii) corporate taxes; (iii) gains taxes. The progressive element in individual income taxes could also be linked, but it is already recognised that the annual setting of thresholds bears a relationship to the indices.

All union and pension funds would suddenly be worth while, and unions and companies could cease to worry about the need for "topping up" from current subscriptions or profits. The present generation of workers would no longer need to rely on the generosity of future generations or future Governments to bail them out in their old age.

Direct investment in the production capacity of the economy, whether through equity shares or some new means, would prove really attractive again, since although riskier than gilts, the chances of real gains would be greater. Gilts might give a true yield of 2 per cent, equities a true yield—on average—of between 4 and 5 per cent, reflecting the greater risk.

Nor do I believe the introduction of this new money is anything but inevitable. So much of the preparation for it is already under way: for example, inflation accounting will lead to taxation of real earnings; indexing on a few Government saving schemes will give way to index-linked gilts; index-linked civil service pensions will lead to "parity" on all other pensions, starting with the state scheme, and spreading to all private schemes which will be able to offer it as soon as the right index-linked investments are available.

Let us all welcome this new sound money, and do all in our power to hasten its full introduction.

J. B. R. Sheldon, 20, Stafford Place, S.W.1.

The biggest barter

From Mr. A. Llewellyn. Sir—It seems pretty certain now that by 1980, our North Sea oil interests will be producing 100m. tons of crude annually and quite definite that Saudi Arabia and a few other oil producing nations desire to restrict the annual value of their output of crude to what they can usefully spend.

Seemingly therefore, a logical basis exists for the massive barter of say 100m. tons annually of 1977-80 Saudi crude for 100m. tons annually of 1981-84 North Sea crude, less a factor for sulphur differential.

As, at present prices, 100m. tons seems to be worth between \$70m. and \$80m., the factor of money supply within world inflation would become less serious and the advantages to our own economic trauma too obvious to mention. Of course, the oil majors would hate it but, as the U.S. is now importing about 40 per cent of its consumption, their writ becomes ever more suspect.

Luckily, some members of the Organisation of Petroleum Exporting Countries, particularly the Saudis, as probably the

Controlling the finance

From Mrs. J. Haigh.

Sir—Has anyone considered the relationship between the number of financial controllers and the lack of finance in the companies in which they proliferate?

I have noticed in one firm in which I am, unfortunately, a shareholder, dire results, losses in subsidiary firms, dismissal of experienced research and production managers, a soaring overdraft, and drastically reduced dividends and share price, but, surprise, surprise, more financial controllers!

One wonders why, is the Board intent on proving its inability to control expenditure, or are the new financial controllers required to count even greater losses?

One might, perhaps, paraphrase Boyle's law: as the number of financial controllers varies inversely as the finance.

J. M. Haigh, Ashcombe Park, Cheddleton, Leek, Staffs.

Tax on the dole

From Mr. N. Allan.

Sir—Consider the logic of the present position in which the Government finds itself in the debate on short-term benefits and tax thresholds. On the one hand, the Supplementary Benefits Commission considers the new rates to be the minimum needed for subsistence. On the other, the internal Government debt is so high that the country could not afford to raise personal allowances to remove earnings of the same amount from the tax net. It is now no longer possible to deny that for some people it is no longer to their benefit to work.

These two positions are irreconcilable in logic. To save the position of the low paid, either the country cannot afford the benefit rates or the tax threshold is too low. If it is necessary to raise the same amount of revenue through income-tax then some other rates, and allowances must be made more severe. Leaving aside the question of dishonest evasion, to tax benefits is to sink deeper into the morass of administration handing out funds with one hand and taking back with the other.

The present position is an insult to any society which wishes to preserve the will to work.

Nell R. Allan, 1, Old Abbey Road, North Berwick, East Lothian.

Getting rid of anomalies

From Mr. R. Harris.

Sir—If it is administratively impractical to tax unemployed benefit, there is another way of getting rid of the worst

anomalies of the present system, which can make it unprofitable for a man with two children to take a job for a week.

These anomalies can only arise where a man is receiving PAYE refunds as well as unemployment benefit, and would therefore disappear if PAYE refunds were abolished. This would happen automatically if the Conservative tax credit scheme were introduced, as would be the PAYE refunds abolished if PAYE assessments were made on a weekly instead of on an annual basis.

As the change would mean less work for the Inland Revenue it should not be impossible to introduce it in next year's Budget, when the saving in re-funds would make possible a larger increase in personal tax allowances than could otherwise be made.

Richard Harris, Flat 8, 119, Haversstock Hill, N.W.2.

Pension scheme nominees

From Sir Donald Sargent, Chairman, Society of Pension Consultants.

Sir—In your issue of November 18, Mr. Eric Short reported Mr. Stanley Orme as having said at an Industrial Society conference that suggestions by the pensions industry that nominees should have to be members of a pension scheme were unnecessary restrictive and could prevent the nomination of a highly respected union official who was a pensions expert. There seems to be a misunderstanding here.

The Society of Pension Consultants in the memorandum which it submitted to Mr. Orme drew the conclusion that the best way of achieving the Government's stated objective of member participation in the running of pension schemes is by having the employee representatives chosen by a ballot of all the members of the scheme. This in no way precludes the inclusion of "highly respected union officials" who are pension experts "if that is the wish of the members of the scheme. The White Paper's stated objective is "participation by employees in the running of occupational schemes" surely the Society's proposal is the right way to achieve this.

Donald Sargent, Buckingham House, 6/2, Buckingham Street, W.C.2.

Furore about imports

From Mr. J. Wright.

Sir—One certainly wonders whether the present and continuing furore about foreign imports in general and Japanese imports in particular has been clearly considered, or just another case of don't give me the facts—I've made my mind up. "Japan should import more" or "Japan should eliminate its non-tariff barriers" or "Japan should have 10 per cent of the British car market with its subsidised vehicles." These are the cries for help which we have been squealing.

My questions are simple. Does Japan conspire to block our imports by using regulations which we can't make ourselves? Can we not make ourselves vehicles to attack their market? Does Japan dump its vehicles

Japanese economy

From The Chairman, GT Japan Investment Trust.

Sir—It is one of the failings of current thinking that in this country we keep looking for companions in misery rather than looking for real solutions to our problems. In this regard Mr. Kinsler's letter (November 17) contains a fair measure of misinterpretation of the reasons underlying the outstanding performance of the Tokyo Stock Exchange in recent years. The success of the Japanese economy is based, inter alia, on: (1) a high rate of capital formation and investment; (2) a low level of Government participation in the economy; (3) Government expenditure is approximately 30 per cent of GNP vs. nearly 40 per cent in the U.S. and 52 per cent, or 60 per cent, in the U.K., according to which statistics you use; (4) extraordinarily successful labour/management relations; and (5) an exceptionally high educational standard. The momentum which these factors have provided to the Japanese economy is remarkable, and although there is no guarantee that the rate of advance will continue to be at the high level of the 1960s, there is equally no reason to suppose that it will diminish to that of the European or North American economies.

With regard to the valuation of Japanese stocks, it is important to adjust comparisons for the different accounting methods used. Large pre-tax write-offs are allowed, and the cash flow of companies therefore provides a better measure of comparison. In this respect, the multiple of cash flow of Japanese companies, that is currently obtaining on U.S. companies show a remarkable similarity. Furthermore, exports comprise only some 15 per cent of Japanese GNP as against 25 per cent, or more in some European countries, and of that 15 per cent, less than one-fifth is exported to Europe. It may be that "the first country to limit its imports from Japan could cause a collapse in Tokyo Stock Market prices," but it seems unlikely that such a fall would be either of great depth or of great duration. An examination of the course of the Japanese Stock Market prices in the aftermath of the oil crisis of 1973 in comparison with those of other ostensibly less vulnerable markets will support my contention.

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The case rests, awaiting reply. J. Wright, Triad of Goole, Eastcourt Terrace Goole.

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For once, using two options is not a compromise. It's unarguable common sense.

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W. T. J



The British Petroleum Company Limited

US \$25,000,000 6 1/2 per cent Loan 1978

DRAWING OF BONDS

The undermentioned Bonds of the above Loan amounting to US \$3,150,000 were Drawn by Lot on the 10th November 1976 at the office of Lazard Brothers & Co., Limited in the City of London by Mr. Richard Graham Rosser of the firm of De Pinna, Scorers & John Venn, Public Notaries of 101 Salisbury House, London Wall, London EC2M 5UP

Bonds of US \$1,000 each.

45	60	66	75	77	78	82	83	95	119	120	121	123	135	160	161	167	188	190
202	204	205	209	209	210	223	235	276	292	303	320	342	435	465	466	467	468	480
497	518	518	529	567	567	567	567	567	567	567	567	567	567	567	567	567	567	567
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The said Bonds are due to be repaid at their nominal value on or after 21st December 1976 at the Paying Agents listed on the Bonds. Interest will cease to accrue from the 21st December 1976. Bonds must have Coupons 11 and 12 inclusive attached when presented for payment, failing which the amount of any missing unmaturing coupons will be deducted from the sum due for payment.

The face amount of the Bonds outstanding after the above mentioned Drawing will be US \$10,000,000.

HOME NEWS

Scheduled airlines seek cheaper Atlantic fares

BY MICHAEL DONNE, AEROSPACE CORRESPONDENT

SCHEDULED AIRLINES flying the North Atlantic have resumed efforts to find new cheap fares to combat charter competition at a meeting in Geneva under the auspices of the International Air Transport Association

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fares

April 10/11/80

The Financial Times



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GDR — a reliable trading partner

An optimistic programme of Economic and Social Policy

Economic development in the GDR continued to progress with stability in 1976. According to the recently published official statistics for the first seven months of this year, 58.3% of the annual target for industrial goods production was achieved by the end of July. This was 1.4 working days or 1.1 thousand million marks (£1 = 4.25 GDM marks) ahead of the planned figure. This figure has been reached in spite of the holiday season and production losses caused by the long hot summer.

Industrial goods production increased by 8.2% compared with the first seven months of 1975.

These figures are regarded as justification of the economic and social policy decided upon in May this year at the Ninth Congress of the Socialist Unity Party of Germany (SED), the leading political force in the GDR. This policy sets ambitious aims in the three-year period 1976-1980. SED General Secretary Erich Honecker stated at the Party Congress: "The central policy of the SED will remain the consistent fulfilment of the main objective, that is to continue raising the people's material and cultural standard of living on the basis of a rapid development of socialist production, greater efficiency, scientific and technological progress and increasing labour productivity."

National income increased by 20.1% in the 1971-1975 Five-Year Plan period, and the current Five-Year Plan period once again provides for an increase of 30% by 1980. The overall increase is in total about 200 thousand million marks in this period, compared with 145.5 thousand million marks over the past five years. Industrial goods production is to be upped by 34 to 36%; this is the same growth rate as in the past five years. Investments are to increase by 25% by 1980. A total of 33% of the total will go to the expansion of power and raw material resources. Electric power production will be increased by 35 million tons, power station capacity by 5,000 megawatts and output in the chemical industry by 50%. This will provide the basis for a steady increase of production in other branches of the economy.

The highest growth rates are planned in the industries producing consumer goods. By 1980 goods worth 736 thousand million marks are to be produced for the consumers' needs, 156 thousand million marks more than in the 1971-1975 Five-Year Plan period. In agriculture, total crop production is to rise by 20% over the average figure for 1971-1975. Higher yields in agriculture will be achieved mainly by a further division of labour between crop and livestock production (there is an increasing switchover to co-operative units comprising several agricultural production cooperatives and state farms which specialise in livestock farming or crop production), by industrialised production methods and improved fertilisation.

Labour productivity in the economy as a whole is to increase by 30% by 1980. This will ensure between 85 and 90% of the planned growth rate in national income. This can only be achieved by steady and planned promotion and application of science and technology, which will receive a total of 35 thousand million marks in the current Five-Year Plan period. These measures must also make work easier, the Socialist Unity Party stresses.

The GDR's national economy will be interlinked more closely with the economies of the other CMEA countries, which have coordinated their Five-Year Plans for the first time. Economic co-operation with the capitalist countries and the third world countries will also be extended to mutual advantage.

All this is being done for one purpose, that is, to improve the living conditions of the workers. "Good work for society," Erich Honecker said, "creates the conditions to fulfil our great socio-political plans." Only recently have people in the GDR learnt what he meant by this. According to a joint decision by the SED, the GDR Government and the trade unions minimum wages were upped by 13% from October 1st, while consumer goods prices remain stable. This affected one

million of the eight million workers in the GDR.

Another 1.5 million workers will receive higher minimum wages by 1980. Old-age and disability pensions will be upped by between 15 and 25% from December 1st; pensions were increased by a total of 40% in the past five years.

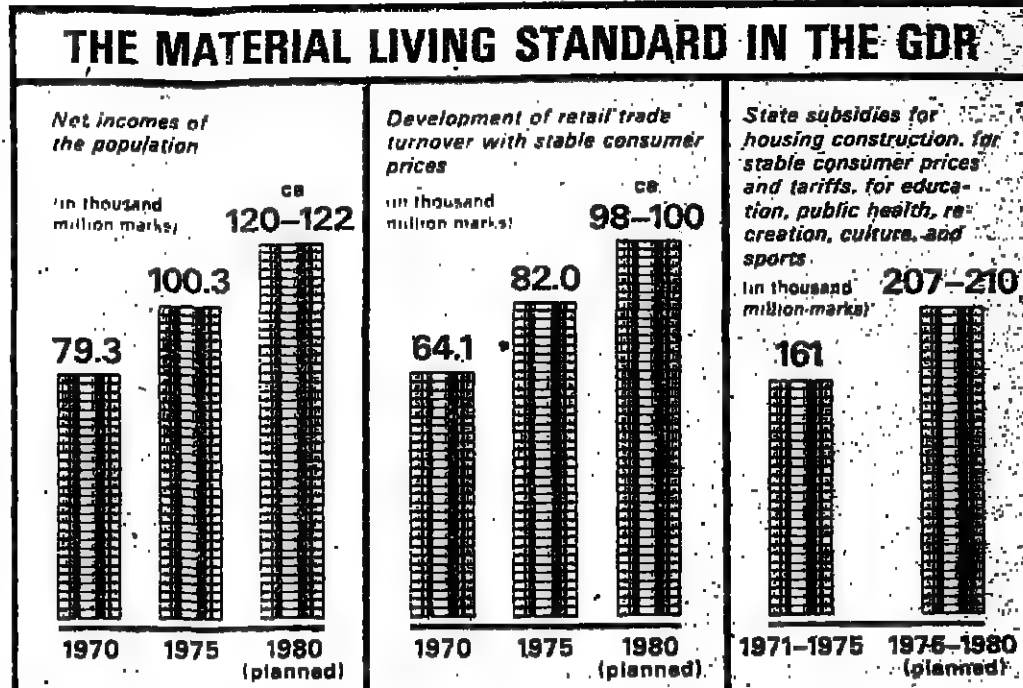
Maternity leave on full pay was extended from 18 to 26 weeks in May. After the birth of their second child, working mothers are entitled to one year's paid leave. Working hours will be gradually reduced and annual holidays extended for all working people.

All this is included in a large-scale social policy programme which has no precedent in the history of the GDR.

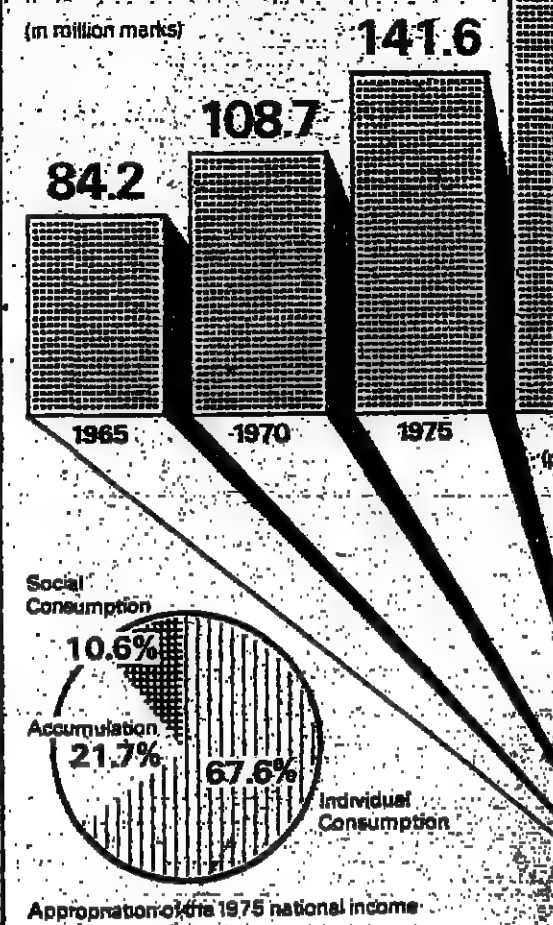
This programme envisages a final solution of the housing problem by 1990. By 1980 alone, a total of 2.2 million of the 17 million GDR inhabitants will receive new flats. Net money income is expected to increase by 20 to 23%, while the stability of prices is guaranteed by law. Everybody in the GDR enjoys a considerable "invisible income" provided from public funds. These funds, which totalled 161 thousand million marks between 1971 and 1975, are expected to be between 207 and 210 thousand million marks between 1976 and 1980. They cover the expenditure on education, culture, sport, health and so on. For a family of four this is a subsidy of nearly 10,000 marks per year (the average monthly income of a worker is 860 marks).

Today every second GDR citizen spends his holidays away from home. The trade unions will supply very cheap accommodation for 3.1 to 3.3 million people annually in their holiday homes including plenty of accommodation for large families.

Ten-year schooling for all was introduced in the past five years. A total of 88% of the boys and girls who left school this year started an apprenticeship or some form of further education. About one million young people will have been trained as skilled workers by 1980, and 250,000 will study at university, college or technical school. And jobs will continue to be secure with no unemployment whatsoever.



Gross National Product of the GDR



Mutually beneficial relations between the GDR & Great Britain

Today there is good reason for claiming that relations between the German Democratic Republic and the United Kingdom are developing to mutual advantage. This is proved by the visit to London of GDR's Foreign Minister Oskar Fischer at the beginning of September 1976 and his positive results including the exchange of instruments of ratification of a consular convention.

The GDR learned with satisfaction that on the occasion of this visit the British Foreign Secretary, Anthony Crosland, reaffirmed: "Since the establishment of diplomatic relations in 1973, Her Majesty's Government has worked continuously to create the right framework for Great Britain's relations with the GDR. Much has been achieved because both our governments have shown a sound and matter-of-fact approach. The various agreements which have been signed testify to this. Hitherto they have covered economic, industrial, scientific and technological co-operation, road transport and recently consular conventions."

Quite a number of other facts testify to the development of good relations between our two countries. In 1975, a government agreement on economic, industrial and scientific-technological co-operation was concluded, followed by an agreement on International Road Traffic and a consular convention in international law. The economic ties, which can certainly be expanded, are based on the internationally recognised principles of equality and

mutual advantage and aim at promoting long-term co-operation. The joint government commission has established joint working programmes with ever greater success.

The last meeting of the joint government commission took place in London ten days ago. This third meeting of the joint government commission discussed ways and means of providing further stimulus to trade and technological and scientific co-operation between the two countries, for which the GDR considers the present time as being extremely favourable. It was confirmed that the working programme of the GDR-British Joint Commission is a basis for increased trade and co-operation between the two countries. The economic structure and potentials of both countries offer possibilities for further growth in mutual trade.

Exchange of goods has developed positively. U.K. imports for instance rose between September 1975 and September 1976 from £28.3m. to £35.3m. and U.K. exports from £24.1m. to £24.5m. One cannot but notice that the GDR share of the U.K. trade turnover at present only comes to 0.5 per cent. This figure shows the necessity of increasing the trade turnover between the two countries to their mutual benefit.

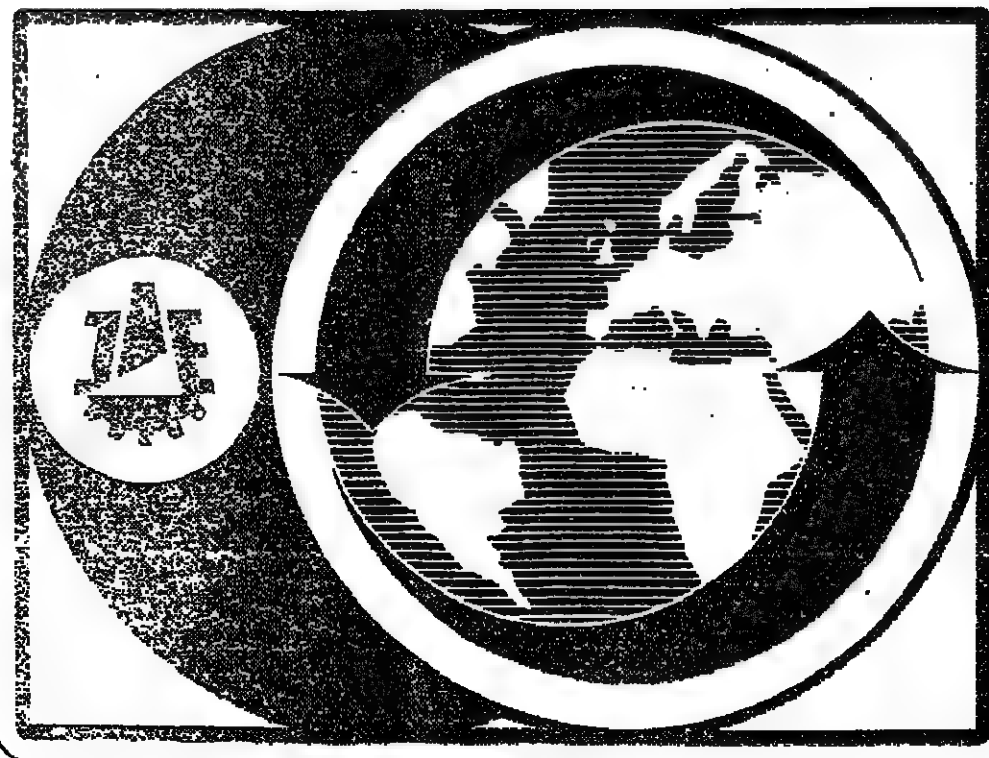
The industry of the GDR, especially the engineering sector, is interested in promoting favourable conditions for a significant increase in supplies to Great Britain. On the other hand the GDR is prepared to consider imports of plant, steel

products, highly sophisticated machine tools, textiles and shoe-making machinery, drive shafts, fittings, chemical products, textile fibres, clothing and whisky. The trade in licences between the two countries is the most important side of the co-operation in the field of science and technology.

The British attendance at Leipzig Fairs was greater in the last two years than ever before and so was the exchange of trade delegations. For instance a five-day visit to the GDR by a mission of the London Chamber takes place from the 22nd to 26th November 1976. It goes without saying that the commercial links between the GDR and the United Kingdom are gradually increasing. In the present situation the GDR supports all proposals for a constructive exchange of ideas at the highest governmental level in the field of trade as well as industry.

The announced visit by the Rt. Hon. Edmund Dell, Secretary of State for Trade, to the GDR in 1977 will without doubt provide new impetus for the rapid expansion of mutual exchange of goods and the development of technological and scientific co-operation between the GDR and Great Britain. It is also hoped to devise a system of consultation. The talks of the joint governmental commission and the visit of Mr. Dell to the GDR will certainly prove that the level of trade reached between the two countries does not yet correspond to the possibilities offered by their industrial potential.

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Vollständiger Ausserhandelsabnehmer
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GDR: 105 Berlin, Johannes-Dieckmann-Strasse 7-9



GDR Foreign Minister, Oskar Fischer and his British counterpart, Anthony Crosland in London on September 6th, 1976.

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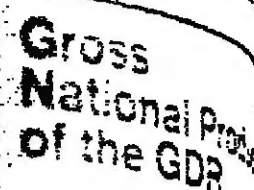
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grinders in use in the UK are of GDR manufacture.

The WMW office in Britain, Wemex Ltd., is situated in 90/97, New Cavendish Street, Norton W1. The function of this office is to provide a technical back-up in the UK, and to liaise between the various factories in the GDR and three appointed UK sales and service agencies.

These agencies are:

- Erfurt Machinery Ltd., the W. E. Norton subsidiary at Sheffield, who handle all GDR metal-forming and grinding machines.
- Rembrandt Machine Tools Ltd., Watford, who are sole UK agent for all WMW turning machines.
- William Watts Ltd., Nottingham who market in the UK all WMW milling, drilling, boring and gear cutting machines.

machines from VWAG are installed in Japanese enterprises alone. One out of twelve gear cutting machines imported by Italy is made in the GDR, as are 10% of all gear cutting machines imported into France. As far as the UK is concerned, more than 10,000 VWAG machine tools have been sold during the last twenty years. One in every four horizontal boring machines, and 20% of all cylindrical production-

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crements by new developments and improvements in current series machines, the employees are constantly seeking ways to increase the uses of the machines, the efficiency level, and economy of materials.

Today's high scientific and technological standard of machinery is also a result of the close cooperation between the clove material producers, the saw mill and customers, and of improving co-operation between scientific research institutions and the Kist-Mars-Stadt combine.

Due to their high level of development, its products of the combine's another two saw section machines have been awarded the gold medal of the Leipzig Fair within the last few years.

Increasing Exports

Products with the trade mark TRUBOMAX prove their worth in important industrial companies at home and abroad.

Ninety per cent of the total

exports to the combine of industrial machines are carried out with partners in the other socialist countries. Supplies will continue to increase within the next few years. This complies with the decisions of the Council for Mutual Economic Assistance and is based on a multilateral specialisation and co-operation treaty between the CMEA member-countries. But exports to other countries will show upward trends. Thanks to many advantages for the use of a balanced manufacturing programme, a strong sales organisation with representations in all important export countries, a comprehensive service — plastic processing machines with the "TRUSIMA" mark have become a recognised name in many countries. This applies to enterprises in Great Britain, Scandinavia, and other West European countries as well as to North African states, India and Mexico.

The fact that during the last eight years it has been possible to treble exports also


Dynamic Growth of the GDR Chemical Industry

Fruitful Co-operation in COMECON
An essential cause of the rapid growth of the GDR chemical industry lies in the long-term co-operation with the Soviet Union and the other countries of the Council for Mutual Economic Assistance. The

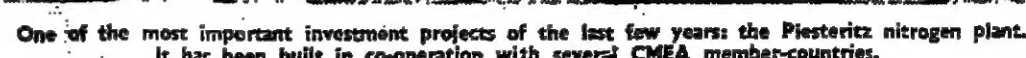
mentioned comprehensive deliveries of natural gas and oil from the USSR are of the utmost importance to a further increase in the efficiency of the GDR's national economy.

Important investments have recently led to a continuous expansion of chemical supplies. The new Olefine complex in Boehled near Leipzig, for

instance, produces ethylene and propylene from Soviet oil, of which a large amount is processed in Zluzi in Czechoslovakia to produce important



One of the latest and most interesting examples of the co-operation between the GDR and the USSR is the putting into operation of the Polymir 50 high pressure polyethylene plant in the Soviet town of Novopolozk. This plant works according to a completely new technique developed by specialists from both countries. The annual production capacity amounts to over 50,000 tons of polyethylene. Another plant of this kind with a higher capacity is being set up at present at the Leuna works in the GDR.



per cent. It is also planned to conclude more treaties on specialisation and co-operation, for instance within the framework of the 'Interchim' international industrial branch organisation.

Extension of Commercial Relations

Via the Chemie-Export-Import foreign trade enterprise, products of the chemical industry are delivered to some 100 countries. Many commercial agents, sale and supply organisations and technical service offices represent the interests of the GDR's chemical industry abroad.

Commercial relations with many firms in western Europe have developed successfully. The partners of Chemie-Export-Import include the largest French chemical firm, Rhone-Poulenc, as well as the firms of Kleber - Columbes, Procidia, Produits, Chimiques Ugine Kuhlmann, Nobel-Hoechst, Cdf Chimie and ATO. A co-operation agreement has also been concluded with one of the largest international chemical groups, ICI.

Within the next few years trade is to be stepped up with a number of firms in West European industrial countries, for instance in France, Italy, Great Britain, Austria, Finland and the Federal Republic of Germany. The agreements aim at furthering goods exchange and developing mutually advantageous relations in scientific-technological co-operation and licensing.

TEXTIMA—A recognised Seal of Quality

important share in technical progress, integration provides bigger opportunities. As with the other industries of the GDR there is also increasing integration with other socialist countries in textile engineering.

The "Intertextilmash" association of the CMEA textile machine manufacturers co-ordinates the

production programmes of its members. The value of this lies in the opportunities it offers to combine scientific potential and produce what is needed economically. Each of the member countries has its specific role in the field where its technical standard and experience guarantee the best possible output, pro-

Highest



ductivity and quality. The Soviet Union, for instance, supplies all other CMEA countries with shuttle looms with grippers. Czechoslovakia designs and makes spinning machines and small knitting machines, and the GDR the big circular knitting and jersey knitting machines. Seeing the country with the greatest experience, the GDR developed the knitting machine "Lirpool" which ensures a 100 per cent. increase in labour productivity. As a result of specialisation and co-operation the GDR was able to produce 100,000 more machines from 1,000 to 150. This has made it possible to make special machines in bigger numbers, and to improve conditions for the export of efficient textile

machines to capitalist countries too.

GDR textile machines in many countries

VEB TEXTILMASCHINENFABRIK
Karl-Marx-Stadt, a national owned firm specialising in the production of plant, has exported more than 180 plants to countries in all parts of the world in the 20 years of its existence. The plants include cotton and wool spinning factories, weaving mills, complete textile combines, chemical fibre plant and textile cleaning plant.

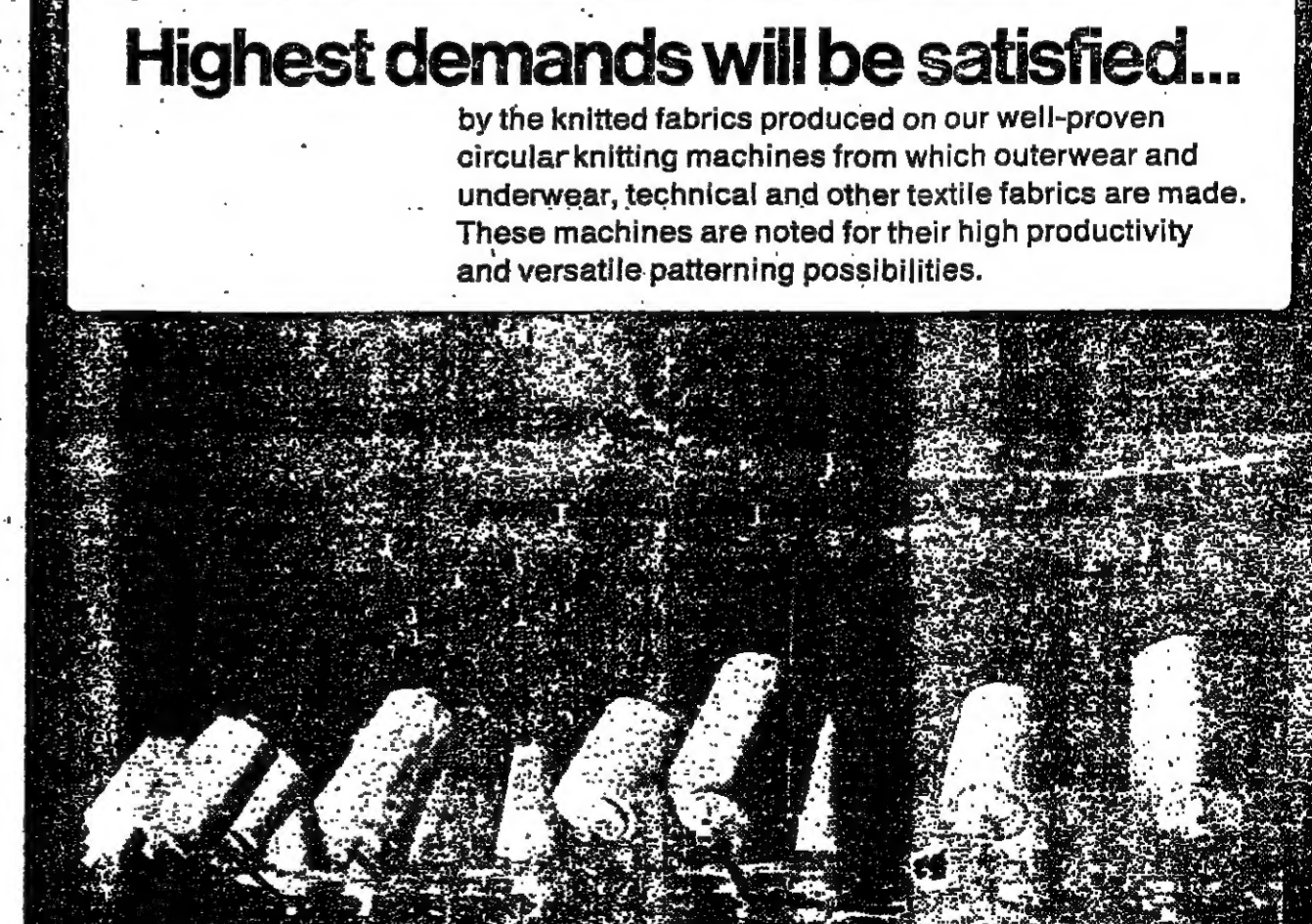
One of the biggest cotton mills in South East Asia was built in the GDR in Tuulbiriya in Sri Lanka. Similar factories were supplied by the GDR to the

Soviet Union and other socialist countries, India, Indonesia and Brazil.

MALIMO textile machines are in use in the Soviet Union, Poland, Bulgaria, Britain, France, the FRG, Japan and the USA. There are many good references to the high quality. J. C. Hudson, Manager of Kennedy Wagstaff Ltd. in Leicester, for instance, stated: "The success of us with MALIMO in Britain is a result of the high productivity of the machines. Our customers have been so impressed that they have adopted the basic mechanical concept of MALIMO sewing and knitting machines and the general construction demonstrate in many ways the high quality work of the GDR manufacturers."

Highest demands will be satisfied...

by the knitted fabrics produced on our well-proven circular knitting machines from which outerwear and underwear, technical and other textile fabrics are made. These machines are noted for their high productivity and versatile patterning possibilities.



TEXUMA

MULTICOMET Model 5511
The Multicomet is a machine producing large repeat fabrics used for outdoor. Patterning possibilities: 2, 3, and 4-colour Jacquard patterning with striped or bird's eye backing; 1- or multi-coloured Jacquard patterned relief stitch and lace stitch effects (all usual weave-knit structures); 1:1 rib crossed (interlock) unpatterned or patterned in tuck stitch and floats.

MULTIKARAT Model 5812
Small repeat fabrics are produced by this machine. Patterning possibilities and fields of application correspond to those of model MULTICOMET.

MULTIPIQUE Model 5618
This machine is suited for numerous kinds of knitted fabrics especially used for ladies', mens' and children's outerwear as well as leisure wear. It is especially suitable for pique structures and offers numerous patterning possibilities.

MULTIPIQUE Model 5522
A high-performance machine for pique structures for outerwear and underwear and printed fabrics. The cam construction permits a quick change to other structures.

MULTIRIPP Model 5627
This machine is designed for the manufacture of underwear but can also be used to produce knitted fabrics for underwear.

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Abbreviations: (a) as dividends; (b) as script issue; (c) as rights; (d) as ex. div. or capital distribution.

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New York faces another crisis

BY STEWART FLEMING

NEW YORK, Nov. 21. NEW YORK City has this week been faced with a court decision which has undermined the delicate fabric of its financial plans.

Mayor Abraham Beame is planning to meet Mr. Robert A. Gerard, the U.S. Treasury Assistant Secretary, later today. Mr. Gerard is overseeing the city's financial plans.

A court decision on Friday overthrew a moratorium declared in 1975 on \$1.6bn. of the city's short-term debt principal. It has forced the city to look for new ways to structure its finances.

City officials seem to doubt whether they can appeal the State Court's ruling to the U.S. Supreme Court, since it was made specifically in the context of State law.

The judge made it clear that because of the delicacy of the city's financial health it should be given time to raise the \$1bn. which most observers feel it will need.

Observers are suggesting it could take up to three months to raise the money. Nobody seems to doubt the money will have to be found.

City officials are believed to be examining emergency measures again. These include further approaches to banks and the city's pension funds for support.

Carter aide

In the meantime Mr. Orrin Kramer, a member of President-elect Jimmy Carter's transition team, has arrived in New York for talks with city officials and "to stay in touch with the situation."

The presence of Mr. Carter's aide in the city so soon after the court decision is another indication of the significance of its ruling.

Some city officials said a form of Federal support would almost certainly be needed now.

In his election speeches Mr. Carter made it clear that he saw the financial pressures facing several U.S. cities—New York in particular—as requiring some form of Federal government intervention. He also said he did not see simply throwing money at the cities as a solution.

New York might have special political leverage, however. Mayor Beame came out particularly early in support of Mr. Carter's presidential aspirations. On election day he delivered New York City heavily to Mr. Carter's cause, and with it by a very small margin, New York state.

The timing of any resolution of New York's new problems could have an important bearing on its political significance. If early indications that it will not be until the new year that decisions have to be made are correct then the issues might face Mr. Carter when he takes office. Any decision he takes will be seen as a guide to how he wants to handle urban financial problems.

Continued from Page 1

Continued from Page 1

Spending cuts may be larger

other measures being introduced in the spring Budget.

There are thought to be doubts, both among the IMF team and in Whitehall, about some of the recent Treasury forecasts, especially for public sector borrowing in view of the considerable uncertainties about economic prospects.

Consequently, it could well be argued by the Government that there is insufficient confidence in

FT SURVEY OF CONSUMER CONFIDENCE

People feel worse off than at any time since 1970

BY ELINOR GOODMAN, CONSUMER AFFAIRS CORRESPONDENT

PEOPLE are now feeling worse off than at any time since at least 1970, and their confidence in the future has also reached a new low, according to the latest Financial Times survey of consumer confidence. In addition, the proportion of people thinking now is a good time to buy consumer durables has also shown a small fall.

The research, carried out three weeks ago at the height of the sterling crisis, suggests that the pressures of price inflation are being felt, especially by manual workers. Coupled with the fall in the index monitoring whether people think now is a good time to buy consumer durables, this indicates that the economic squeeze will prevent consumers increasing their expenditure on discretionary items in the near future, even though many still feel it would be wise to beat inflation by buying now.

Sharp decline

The survey, carried out for the Financial Times by the British Market Research Bureau each month, asks consumers three basic questions: (1) Are their families worse or better off compared to a year ago (the "past prosperity index"); (2) do they expect conditions to worsen or improve ("future confidence"); and (3) do they consider now is the time to buy "big things for the house" ("time to buy").

The figures used in the graph show the six-month moving averages for the indices which are a better guide to long-term trends than the monthly figures. The "past prosperity" and "time to buy" indices tend to move together, while the "future confidence" generally moves in the

opposite direction. The "time to buy" index tends to move ahead of trends in consumer spending by between three and six months.

Both the monthly figures for November, and the six-month moving average figure, show a bleak picture this month. The proportion of adults feeling worse off than this time last year outweighed those feeling better off by 42 per cent.

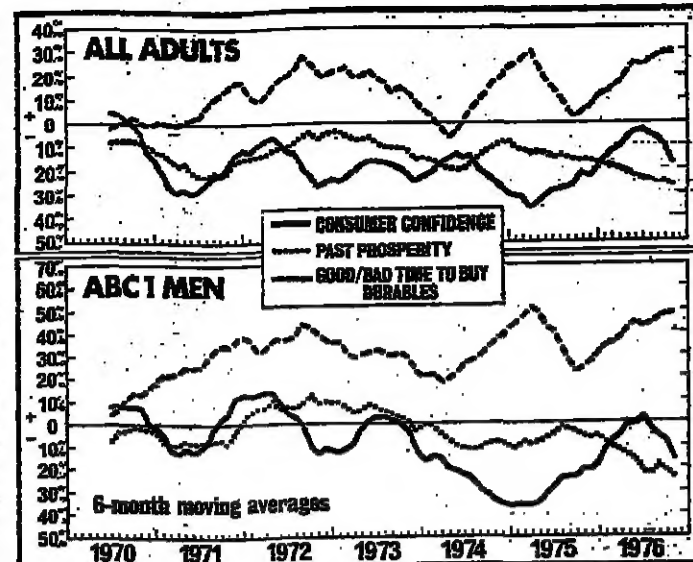
This is a sharp decline from 26 per cent last month and 19 per cent at the beginning of the year.

The November figure is the lowest monthly figure recorded since the survey began in 1970. As a result, the six-month moving average figure has also deteriorated sharply. Viewed on this longer-term basis, 27.3 per cent more of the respondents feel worse off compared with a year ago than those who feel better off.

This decline did not affect professional men as much as other groups of people interviewed. Their perception of their changed living standards showed a much smaller fall than that of professional women or of families earning their living from manual work.

Women also accounted for the fall in the "future confidence" index. Neither professional men nor men in manual jobs felt noticeably less confident about the future than they had in October. But the women in both categories took a much more pessimistic view, and so caused the sharp fall in both the monthly index of future confidence and the six-month moving average figure.

The monthly figures show that 36 per cent more of all the



respondents interviewed felt pessimistic about the future than those who felt optimistic. This follows the sharp fall in confidence in October.

Source of concern

Fear of rising prices remains the biggest reason for pessimism among manual workers, who continue to be much more worried about prices than more of the manual workers interviewed attributed their fears to rising prices as against 9 per cent who blamed unemployment.

Among professional men, however, the biggest source of concern with 26 per cent of the pes-

mists interviewed citing the Government as the reason behind their fears and 25 per cent rising prices.

The turnaround in the "time to buy" index was entirely due to manual workers. Professional men were even more enthusiastic about the advisability of buying consumer durables in November than they had been in October with 55 per cent more of the ABCI men saying now was a good time to make major purchases than those who thought it was not. But men in manual jobs were less convinced.

Almost 80 per cent of those who said it was a good time to buy based their answer on the belief that prices were bound to rise.

Rhodesia talks in London critical for breakthrough

BY BRIDGET SLOOM, AFRICA CORRESPONDENT

MR. IVOR RICHARD, chairman of the British-sponsored Rhodesia conference, will hold talks in London today with Mr. Anthony Crosland, the Foreign Secretary, in an apparent effort to break the three-week deadlock about the independence date.

Mr. Richard, who flew to London from Geneva yesterday and is expected to return there this afternoon, insisted when he arrived that his present visit, like that of two weeks ago, was routine.

In spite of this, and Mr. Richard's continued general optimism on the talks, observers in Geneva and London see his consultations with Mr. Crosland, and possibly with Mr. Callaghan, as critical.

The negotiations over setting a firm date for Rhodesia's independence as Zimbabwe have pre-occupied the conference for three of its four weeks. It is felt that unless Mr. Richard can return to Geneva with a formula for breaking the deadlock the conference

Dates deadlock

Negotiations over the date issue between the two African "Patriotic Front" delegations, led by Mr. Nkomo and Mr. Mugabe, and Britain proceeded at a snail's pace over the last two weeks, with only minor movement on either side.

The Africans continue to insist that Britain accept their date of December 1 next year for independence, while Britain has stated categorically that she cannot name a target date earlier than March 1, 1978.

Last week's negotiations at one stage looked as though they might break the deadlock when an African proposal that Britain should name a date for the end of the Geneva conference—December 20 this year—was accepted by Mr. Richard. This would have had the effect

of shortening the period of the transitional Government from 15 to 14 months, but at a further bilateral meeting with Mr. Richard on Saturday, the Patriotic Front apparently retreated on its previous position of a transition of 11-12 months.

In London yesterday Mr. Richard said that the main problem was not just a question of fixing an independence date but of seeing whether it was "frankly possible to reconcile" the African and British views on the conference as a whole.

The atmosphere at the talks had been friendly, he said. Everyone had been negotiating seriously and "I don't think anyone wants a breakdown."

The Foreign Office reiterated Mr. Richard's cautious optimism about the talks' future, and said that Mr. Crosland, who told Parliament last week that he would be willing to go to Geneva if that could save the conference from collapse, had no plans to travel there.

Hayward faces storm over Bevan

By Richard Evans

THE EXPECTED ratification tomorrow by the Labour Party National Executive of Mr. Andy Bevan, an avowed Trotskyist, as the party's national youth officer seems certain to set off a storm of criticism against Mr. Ron Hayward, the general secretary.

It was confirmed yesterday that Mr. Hayward, together with Mr. Harold Hickling of the National Union of General and Municipal Workers, voted for Mr. Bevan when the appointment was made by a three-man committee before the Blackpool conference in October. The dissent was Mr. Bryan Stanley of the Post Office Engineering Union.

Labour agents, who form the backbone of the party organisation, are outraged at the appointment, and are expected to vote against Mr. Hayward at a special meeting to be held in the near future. The Prime Minister is expected to be at the NEC meeting, but the prospects of overturning the appointment are considered very small because of the Left's in-built majority.

Left advance

The appointment is seen by moderates, including Mr. Callaghan, as a major advance by the far Left into the heart of the party. The Prime Minister is expected to be at the NEC meeting, but the prospects of overturning the appointment are considered very small because of the Left's in-built majority.

Mr. Hayward, who became general secretary in 1972 on the backing of Mr. Anthony Wedgwood Benn, then party chairman, has always been regarded as a champion of the agents.

The news that he voted against their nominees will further sour his already strained relations with the agents. The choice of Mr. Bevan is seen by them as a purely political appointment, the others short-listed having better organisational qualifications.

Representatives of the Staff Council at Transport House, who negotiate for all staff except heads of department, meet the ten-man staff negotiating committee today in an attempt to solve another internal dispute.

The staff claims it was offered an increased subsistence allowance and more time off, but Mr. Hayward later denied he had made such an offer. He has rejected a demand that all meetings be tape-recorded or with a shorthand writer.

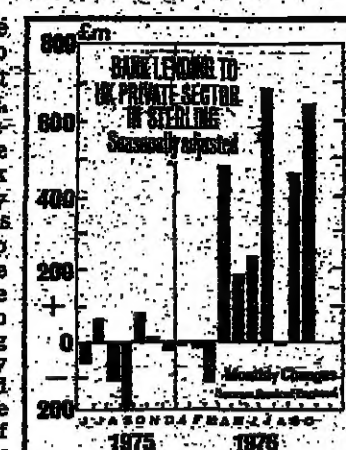
Refrigerator sales up

Deliveries of domestic refrigerators to the home market in the first 10 months of this year were 14 per cent higher than a year earlier at 142,182, the Food Research and Refrigerator Council reports. The volume of deliveries over the first 10 months of this year was up 17 per cent on the equivalent 1975 figure.

THE LEX COLUMN

Testing the ED18 compromise

A week on Wednesday the Morphet Steering Group is to publish its exposure draft (ED18) on inflation accounting, signalling the start of an intense period of public debate which has been extended to six months from the originally planned three. All the indications are that the Steering Group has failed to find a compromise solution which would satisfy the two main camps—those who favour current cost accounting in the "pure" form outlined by the Sandilands Committee, and those who wish to extend the system to cover some or all of the monetary items in company balance sheets. The most powerful group among the latter consists of the banks, who at this stage are still falling seriously short of their objectives.



due course be based on cost profits with no for the below the line. Consequently they are arguing for a deductive operating profits.

At present the bar high earnings and soft tax burden. They want the need to declare earnings. If there advantages. But to with low earnings, high profits. (p embarrassing political high taxes really worst of all worlds.

A dilemma also for companies, which on a contract basis. Companies Morphet proposals will not qualify their cost of sales adjust customers, for instance, and are consequently exposed to higher debtors rather than s requirements, may feel it prudent to make a large transfer to level of operating profits.

The limiting case is that of a bank, which typically has only modest physical assets, but needs to keep its capital base rising in line with an inflating balance sheet total. For banks the transfer to capital main- of the supplementary tenance will be much larger general purchasing of a number of different shareholders' funds. The pessimists are considering what more proposals could be from the wreckage if, from unlikely, it prove a little to reach general.

Capital maintenance

The key question of just what makes up a company's distributable earnings appears to remain open to wide interpretation. Important concessions have been made to the monetary camp, however, for profits available for distribution will not just be current cost operating gains. They will also include the difference between holding gains (the surpluses arising from the revaluation of physical assets) and what is described as a transfer to capital maintenance or (in later drafts) "revaluation reserve."

The significance of this depends upon the definition of capital maintenance. If companies simply look at the physical assets of the business and judge this is the capital which needs to be maintained, then all the holding gains will be reserved and earnings are just operating gains. Many industrial companies seem disposed to act this way.

On the other hand, if maintenance of the real value of shareholders' funds is the criterion, then this will allow the benefit of gearing to show through. Most companies are net borrowers, so that part of their assets is debt-financed. It can be argued that this proportion of holding gains does not need to be transferred to reserve, thus increasing distributable earnings. This does, however, imply a willingness by companies to increase their nominal borrowings in line with the inflation of their assets.

The reverse is true where the assumed that taxation will remain for M3.

Money supply

The authorities have the unlikely double over £1.5bn. of gilt, still being placed by monetary growth in 1 to mid-October. After adjustment the more broader measure M3, cent, the lowest for 10 but still above the target rate of 12 per cent. Strong growth in bar to the private sector major factor, the are also paying the their earlier Treasury Bill finance, bank domestic holds by almost £400m.

Banks unhappy

The banks could work within the ED18 framework to provide the right sort of final earnings answer. But they are very unhappy with the suggested months of the financial presentation, for it is widely only a 2 per cent assumed that taxation will remain for M3.

Weather

U.K. TO-DAY

CLOUDY, rain in places. Frost and wintry showers or snow in northern areas. Wind N.W. moderate. Max. 6-8C (43-46F).

U.K. Tomorrow: Rain, becoming clearer. Wind N.W. moderate. Max. 6-8C (43-46F).

U.K. Day after: Rain, becoming clearer. Wind N.W. moderate. Max. 6-8C (43-46F).

U.K. 3 days: Cloudy, mainly dry. Wind N.W. light or moderate. Max. 8C (46F).

U.K. 4 days: Frost early, icy patches. Sunny intervals, wintry showers later. Snow on hills. Wind N.W. moderate or fresh. Max. 4-6C (39-43F).

U.K. 5 days: Outlook: Sunny periods and showers. Lightning: Lophot 16.22. Manchester 16.38, Glasgow 16.00, Belfast 16.13.

U.K. 6 days: Lightning: Lophot 16.22. Manchester 16.38, Glasgow 16.00, Belfast 16.13.

BUSINESS CENTRES

City	Time	City	Time
Aberdeen	10.00	London	10.00
Aldershot	10.00	Manchester	10.00
Amman	10.00	Newcastle	10.00
Amman	10.00	Nottingham	10.00
Amman	10.00	Sheffield	10.00
Amman	10.00	Southampton	10.00
Amman	10.00	Stirling	10.00
Amman	10.00	Swansea	10.00
Amman	10.00	Torquay	10.00
Amman	10.00	Wrexham	10.00

HOLIDAY RESORTS

City	Time	City	Time
Aberdeen	10.00	London	10.00
Aldershot	10.00	Manchester	10.00
Amman	10.00	Newcastle	10.00
Amman	10.00	Nottingham	10.00
Amman	10.00	Sheffield	10.00
Amman	10.00	Southampton	10.00
Amman	10.00	Stirling	10.00
Amman	10.00	Swansea	10.00
Amman	10.00	Torquay	10.00
Amman	10.00	Wrexham	10.00

Crusader Pensions

The next step

CRUSADER established 1899

STATE SCHEME opening 1978

Which path?

EMPLOYERS... either your staff will be included in the State Pension Scheme or they can be members of your Company's own Pension Plan. Which step will you take and along which path? If you are seeking advice on the Social Security Pensions Act 1975, ask your broker or per advisor about Crusader's approach to the problem or write direct to:

Douglas W. Scott, Manager, Group Sales & Service Department, Crusader Insurance Co. Ltd., Vineyard House, Tower Place, London, EC1A 3JF. I am interested in Crusader's approach to the Social Security Pensions Act 1975.

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Established 1899

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